

# NACOmatic

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## INSTRUMENT APPROACH PROCEDURE CHARTS

### IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

#### NAME ALTERNATE MINIMUMS

##### AKRON, CO

COLORADO

PLAINS RGNL ..... RNAV (GPS) Rwy 11

NA when local weather not available.

##### ALAMOSA, CO

SAN LUIS VALLEY RGNL/

BERGMAN FIELD ..... RNAV (GPS) Rwy 2

RNAV (GPS) Rwy 20

NA when local weather not available.

##### ALBUQUERQUE, NM

ALBUQUERQUE INTL

SUNPORT ..... VOR or TACAN Rwy 8

Categories A,B, 900-2; Category C, 900-2½;

Category D, 900-2¾; Category E, 900-3.

##### CLAYTON, NM

CLAYTON MUNI AIRPARK ..... NDB Rwy 2¹

NDB Rwy 20²

RNAV (GPS) Rwy 2

RNAV (GPS) Rwy 20

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2½,  
Category D, 900-2¾.

²Category D, 800-2¼.

##### CLOVIS, NM

CLOVIS MUNI ..... VOR Rwy 22,800-2¼

##### COLORADO SPRINGS, CO

CITY OF COLORADO SPRINGS

MUNI ..... ILS or LOC Rwy 17L¹

ILS or LOC Rwy 35L²

ILS or LOC Rwy 35R²³

NDB Rwy 35L⁴

RNAV (GPS) Rwy 17R³⁵

RNAV (GPS) Rwy 35R³

¹ILS, 700-2.

²ILS, Category D, 700-2.

³NA when local weather not available.

⁴Category E, 1000-3.

⁵Category C, 800-2¼; Category D, 800-2½.

#### NAME ALTERNATE MINIMUMS

##### CORTEZ, CO

CORTEZ MUNI ..... RNAV (GPS) Y Rwy 21¹

RNAV (GPS) Z Rwy 21²

VOR Rwy 21¹

¹Category D, 900-3.

²Categories A, B, 1300-2; Categories C, D,  
1300-3.

##### CRAIG, CO

CRAIG-MOFFAT ..... VOR/DME Rwy 7¹

VOR Rwy 25²

¹1300-3.

²1700-3.

##### DEMING, NM

DEMING MUNI ..... RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 26

VOR Rwy 26

NA when local weather not available.

##### DENVER, CO

CENTENNIAL ..... ILS or LOC Rwy 35R¹

NDB Rwy 35R²

RNAV (GPS) Rwy 28³⁴

RNAV (GPS) Rwy 35R¹⁴

¹Categories A,B, 900-2; Category C, 900-2½,  
Category D, 900-2¾.

²Categories A,B, 1000-2; Categories C,D,  
1000-3.

³Category D, 800-2¼.

⁴NA when local weather not available.

##### DENVER, CO

DENVER INTL ..... ILS or LOC Rwy 34L

ILS, 700-2.

ROCKY MOUNTAIN

METROPOLITAN ..... ILS or LOC Rwy 29R

VOR/DME Rwy 29L/R

NA when control tower closed.

**NAME** **ALTERNATE MINIMUMS**  
**DURANGO, CO**  
DURANGO-LA PLATA  
COUNTY ..... **VOR/DME Rwy 3**  
NA when control zone not effective except for  
operators with approved weather reporting  
service.

**EAGLE, CO**  
EAGLE COUNTY  
RGNL ..... **LDA/DME Rwy 25**  
Categories A,B, 2100-2; Category C, 2100-3.  
NA when control tower closed.  
NA when local weather not available.

**FARMINGTON, NM**  
FOUR  
CORNERS RGNL ..... **ILS or LOC Rwy 25<sup>12</sup>**  
**RNAV (GPS) Rwy 5<sup>3</sup>**  
**RNAV (GPS) Rwy 7<sup>3</sup>**  
**RNAV (GPS) Rwy 23<sup>4</sup>**  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>ILS, Categories B,C,D, 700-2.  
<sup>3</sup>NA when local weather not available.  
<sup>4</sup>Category D, 800-2½.

**FORT COLLINS/LOVELAND, CO**  
FORT COLLINS-  
LOVELAND MUNI ..... **RNAV (GPS) Rwy 15**  
**RNAV (GPS) Rwy 33**  
**VOR/DME-A**  
NA when local weather not available.

**GALLUP, NM**  
GALLUP MUNI ..... **RNAV (GPS) Rwy 6<sup>12</sup>**  
**RNAV (GPS) Rwy 24<sup>3</sup>**  
**VOR Rwy 6<sup>1</sup>**  
<sup>1</sup>Category C, 800-2½; Category D, 900-3.  
<sup>2</sup>NA when local weather not available.  
<sup>3</sup>Category D, 900-3.

**GRAND JUNCTION, CO**  
GRAND JUNCTION  
RGNL ..... **ILS or LOC Rwy 11<sup>1</sup>**  
**LDA/DME Rwy 29<sup>2</sup>**  
**RNAV (GPS) Rwy 11<sup>2</sup>**  
<sup>1</sup>ILS, Category D, 700-2½. LOC, Category D,  
800-2½.  
<sup>2</sup>Category D, 800-2½.

**GREELEY, CO**  
GREELEY-  
WELD COUNTY ..... **ILS or LOC Rwy 34**  
**RNAV (GPS) Rwy 16**  
**RNAV (GPS) Rwy 27**  
**RNAV (GPS) Rwy 34**  
**VOR or TACAN-A**  
NA when local weather not available.

**NAME** **ALTERNATE MINIMUMS**  
**GUNNISON, CO**  
GUNNISON-CRESTED  
BUTTE RGNL ..... **ILS or LOC Rwy 6<sup>1</sup>**  
**RNAV (RNP) Rwy 6, 800-2½**  
**VOR or GPS-A<sup>23</sup>**  
<sup>1</sup>ILS, LOC, Categories A, B, C, 1600-3.  
<sup>2</sup>Categories A,B,C, 1700-3; Cat D, 2300-3.  
<sup>3</sup>NA when local altimeter setting not available  
except for operators with approved weather  
reporting service.

**HAYDEN, CO**  
YAMPA VALLEY ... **ILS or LOC/DME Y Rwy 10<sup>1</sup>**  
**RNAV (GPS) Y Rwy 10<sup>12</sup>**  
**VOR/DME-B<sup>23</sup>**  
<sup>1</sup>Categories A, B, 1200-2; Categories C, D,  
1200-3.  
<sup>2</sup>NA when local weather not available.  
<sup>3</sup>Categories A, B, 1300-2; Categories C, D,  
1300-3.

**HOBBS, NM**  
LEA COUNTY RGNL ..... **ILS or LOC Rwy 3<sup>1</sup>**  
**LOC/DME BC Rwy 21<sup>2</sup>**  
**RNAV (GPS) Rwy 3<sup>3</sup>**  
**RNAV (GPS) Rwy 21<sup>2</sup>**  
**RNAV (GPS) Rwy 30<sup>2</sup>**  
**VOR/DME or TACAN Rwy 21<sup>2</sup>**  
**VOR or TACAN Rwy 3<sup>2</sup>**  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>NA when control tower closed, except  
standard for operators with approved weather  
reporting service.  
<sup>3</sup>NA when local weather not available.

**LA JUNTA, CO**  
LA JUNTA MUNI ..... **RNAV (GPS) Rwy 8**  
**RNAV (GPS) Rwy 26**  
NA when local weather not available.

**LAMAR, CO**  
LAMAR MUNI ..... **RNAV (GPS) Rwy 18<sup>1</sup>**  
**RNAV (GPS) Rwy 36<sup>2</sup>**  
**VOR Rwy 18<sup>3</sup>**  
<sup>1</sup>NA when local weather not available.  
<sup>2</sup>Category D, 800-2½.  
<sup>3</sup>Category C, 900-2½, Category D, 900-2½.

**LAS VEGAS, NM**  
LAS VEGAS MUNI ..... **RNAV (GPS) Rwy 2**  
**RNAV (GPS) Rwy 20**  
**RNAV (GPS) Rwy 32**  
**VOR Rwy 2**  
**VOR Rwy 20**  
NA when local weather not available.

**NAME ALTERNATE MINIMUMS**

**MONTROSE, CO**

MONTROSE

RGNL ..... ILS or LOC/DME Rwy 17  
RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 35  
RNAV (GPS) Y Rwy 17  
RNAV (GPS) Z Rwy 17  
VOR/DME Rwy 13

Category C, 1000-2 $\frac{1}{4}$ ; Category D, 1000-3.

**PAGOSA SPRINGS, CO**

STEVENS FIELD ..... RNAV (GPS)-A  
NA when local weather not available.

**PORTALES, NM**

PORTALES MUNI ..... RNAV (GPS) Rwy 1  
Category D, 900-3.

**PUEBLO, CO**

PUEBLOMEMORIAL ..... ILS or LOC Rwy 8L<sup>13</sup>  
ILS or LOC Rwy 26R<sup>23</sup>  
RNAV (GPS) Rwy 8L<sup>4</sup>  
RNAV (GPS) Rwy 26R<sup>4</sup>  
VOR or TACAN Rwy 26R<sup>3</sup>

<sup>1</sup>ILS, Categories A,B,C,D, 700-2;  
Category E, 1000-3. LOC, Category E, 1000-3.

<sup>2</sup>ILS, 700-2.

<sup>3</sup>NA when control tower closed.

<sup>4</sup>NA when local weather not available.

**RATON, NM**

RATON MUNICIPAL/

CREWS FIELD ..... VOR/DME Rwy 2  
Categories A,B, 1400-2; Categories C,D,  
1400-3.

**RIFLE, CO**

GARFIELD COUNTY

RGNL ..... LOC/DME-A<sup>123</sup>  
ILS Rwy 26<sup>234</sup>  
RNAV (GPS) Y Rwy 8<sup>25</sup>  
RNAV (GPS) W Rwy 26<sup>27</sup>  
RNAV (GPS) X Rwy 26<sup>28</sup>  
RNAV (RNP) Y Rwy 26<sup>26</sup>  
RNAV (RNP) Z Rwy 8<sup>29</sup>  
RNAV (RNP) Z Rwy 26<sup>2</sup>  
VOR/DME-C<sup>5</sup>

<sup>1</sup>Categories A,B, 2400-2; Category C, 2400-3.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Not authorized 0200-1300Z.

<sup>4</sup>ILS, Categories A,B,C, 1300-4.

<sup>5</sup>Categories A,B, 1900-2; Category C, 1900-3.

<sup>6</sup>Categories A,B,C, 800-2 $\frac{1}{4}$ .

<sup>7</sup>Categories A,B, 1700-2; Category C, 1700-3.

<sup>8</sup>Categories A,B,C, 900-2 $\frac{1}{4}$ .

<sup>9</sup>Categories A,B,C, 900-3.

**NAME ALTERNATE MINIMUMS**

**ROSWELL, NM**

ROSWELL

INTL AIR CENTER ..... ILS Rwy 21<sup>1</sup>  
LOC BC Rwy 3<sup>1</sup>  
RNAV (GPS) Rwy 3<sup>2</sup>  
RNAV (GPS) Rwy 17<sup>2</sup>  
RNAV (GPS) Rwy 21<sup>2</sup>  
RNAV (GPS) Rwy 35<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

**SANTA FE, NM**

SANTA FE MUNI ..... ILS or LOC Rwy 2<sup>12</sup>  
VOR/DME-A<sup>34</sup>  
VOR Rwy 33<sup>34</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Category D, 700-2 $\frac{1}{4}$ . LOC, Category D,  
800-2 $\frac{1}{4}$ .

<sup>3</sup>Category D, 800-2 $\frac{1}{4}$ .

<sup>4</sup>NA when control tower closed except for  
operators with approved weather reporting  
service.

**SILVER CITY, NM**

GRANT COUNTY ..... VOR-A  
VOR/DME-B

NA when Deming FSS closed.

**TAOS, NM**

TAOS REGIONAL ..... VOR/DME-B  
Categories A,B, 1000-2; Category C, 1000-2 $\frac{1}{4}$ ;  
Category D, 1000-3.

**TRUTH OR CONSEQUENCES, NM**

TRUTH OR CONSEQUENCES

MUNI ..... VOR-A  
Category D, 800-2 $\frac{1}{4}$ .

## INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

## NAME TAKE-OFF MINIMUMS

**AKRON, CO**

COLORADO PLAINS RGNL (AKO)

ORIG 09127 (FAA)

NOTE: **Rwy 11**, rod on obstruction light on anemometer 314' from DER, 525' left of centerline, 26' AGL/4695' MSL. Lights on hangers 412' from DER, 301' left of centerline, 18' AGL/4687' MSL. **Rwy 29**, vehicles on roadway beginning 971' from DER, 315' left of centerline, 15' AGL/4741' MSL. Trees beginning 1651' from DER, 528' left of centerline, up to 100' AGL/4839' MSL.

**ALAMOGORDO, NM**

ALAMOGORDO-WHITE SANDS RGNL

TAKE-OFF MINIMUMS: **Rwy 16, 21, 34**, NA

DEPARTURE PROCEDURE: Use CORONA ONE Departure.

**ALAMOS, CO**

SAN LUIS VALLEY RGNL-BERGMAN FIELD

TAKE-OFF MINIMUMS: **Rwys 6, 24**, NA.

DEPARTURE PROCEDURE: **Rwy 2**, turn right. **Rwy 20**, turn left. Climb direct ALS VORTAC, continue climb in ALS VORTAC holding pattern (SE, right turns, 301° inbound) to depart ALS VORTAC at airway MEA/MCA, all others climb to 16000.

## NAME TAKE-OFF MINIMUMS

**ALBUQUERQUE, NM**

ALBUQUERQUE INTL SUNPORT (ABQ)

AMDT 5 08157

TAKE-OFF MINIMUMS: **Rwy 3**, 200 - 1 or std. w/ min. climb of 240' per NM to 5600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to departure end of rwy, **Rwy 8**, std. w/ min. climb of 515' per NM to 7800.

DEPARTURE PROCEDURE: **Rwys 3, 30, 35**, climbing left turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. **Rwy 8**, climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. (do not exceed 250 kts until ABQ VORTAC). **Rwys 12, 17, 21**, climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. **Rwy 26**, climb direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight.

## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## ALBUQUERQUE INTL SUNPORT (CON'T)

NOTE: **Rwy 3**, light 549' from departure end of runway, 575' right of centerline, 29' AGL/5344' MSL. Light 2109' from departure end of runway, 1001' left of centerline, 67' AGL/5382' MSL. Multiple tanks beginning 4962' from departure end of runway, 1708' left of centerline, up to 154' AGL/5469' MSL. **Rwy 12**, electrical equipment 36' from departure end of runway, 214' right of centerline, 20' AGL/5315' MSL. **Rwy 17**, light 114' from departure end of runway, 360' right of centerline, 19' AGL/5328' MSL. Pole 248' from departure end of runway, 423' left of centerline, 32' AGL/5321' MSL. **Rwy 21**, terrain beginning 23' from departure end of runway, 277' left to 291' right of centerline, up to 5319' MSL. **Rwy 30**, tower 1057' from departure end of runway, 743' right of centerline, 93' AGL/5393' MSL. **Rwy 35**, light on fence 106' from departure end of runway, 11' right of centerline, 11' AGL/5326' MSL. Sign 165' from departure end of runway, 140' left of centerline, 13' AGL/5328' MSL. Vehicles on road 215' from departure end of runway, from left to right of centerline, up to 15' AGL/5335' MSL. Multiple trees beginning 314' from departure end of runway, 53' left of centerline, up to 50' AGL/5367' MSL. Multiple trees beginning 329' from departure end of runway, 172' right of centerline, up to 50' AGL/5362' MSL. Tower 3208' from departure end of runway, 860' right of centerline, 100' AGL/5410' MSL.

## DOUBLE EAGLE II (AEG)

## AMDT 1 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 035° to 11700 before turning right, all others turn left on course. **Rwy 17**, climb heading 169° to 9400 before turning left, all others turn right on course. **Rwy 22**, climb heading 215° to 9100 before turning left, all others turn right on course. **Rwy 35**, climb heading 349° to 11000 before turning right, all others turn left on course.

NOTE: **Rwy 17**, antenna 64' from departure end of runway, 395' left of centerline, 8' AGL/5807' MSL. Tree 3482' from departure end of runway, 1409' right of centerline, 100' AGL/5919' MSL. **Rwy 35**, antenna 53' from departure end of runway, 405' right of centerline, 9' AGL/5808' MSL.

## ANGEL FIRE, NM

## ANGEL FIRE (AXX)

## AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, NA-obstacles.  
DEPARTURE PROCEDURE: **Rwy 17**, use ANEKE  
RNAV DEPARTURE.

## ASPEN, CO

## ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

## AMDT 8 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, NA-terrain.  
DEPARTURE PROCEDURE: **Rwy 33**, use SARDD  
DEPARTURE.

## BELEN, NM

## ALEXANDER MUNI

TAKE-OFF MINIMUMS: **Rwys 3, 21**, std. with min. climb of 326' per NM to 11700, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 21**, for climb in visual conditions: cross Alexander Municipal Airport at or above 7500.

## BUCKLEY AFB (KBKF)

## AURORA, CO

Rwy 14, 700-1\*

\* Or standard with minimum climb of 240'/NM to 5700.

TAKE-OFF OBSTACLES: Rwy 14: Rising Terrain 5685' to 5700' MSL 975'-1355' from departure end of rwy, 210'-270' right of centerline.

## BUENA VISTA, CO

## CENTRAL COLORADO RGNL

TAKE-OFF MINIMUMS: **Rwy 15**, std. with a min. climb of 400' per NM to 8200 then 340' per NM to 15500.

**Rwy 33**, NA-due to terrain.

DEPARTURE PROCEDURE: **Rwy 15**, use PUEBLO RNAV DEPARTURE. **Rwy 33**, NA-due to terrain.

NOTE: **Rwy 15**, tree 4468' from departure end of runway, 659' right of centerline, 60' AGL/8159' MSL.

## BUTTS AAF (KFCS)

## FORT CARSON, CO

.....Rwy 31, 400-1\*

\* Or standard with a minimum climb of 210'/NM to 6100'.

Rwy 13 climbing left turn heading 080° within 1 mile.

Rwy 31 climbing right turn heading 80° within 1 mile.

All aircraft continue climb via hdg 080° until joining V-81.

## CANNON AFB (KCVS),

## CLOVIS, NM. ....(07354 USAF)

DIVERSE DEPARTURES AUTHORIZED ALL RWYS

TAKE-OFF OBSTACLES: **Rwy 04**: Terrain 4304'

MSL, 0' from DER, 25' to 222' right of centerline.

Terrain 4305' MSL, 16' to 268' from DER, 500' left of centerline.

Terrain 4329' MSL, 1124' from DER, 800' left of centerline.

**Rwy 13**: Terrain 4284' MSL, 0' to 409' from DER, 41' to 500' left of centerline. Terrain 4280' MSL, 66' to 528' from DER, 500' to 585' right of centerline.

**Rwy 22**: Terrain 4295' MSL, 0' to 538' from DER, 61' to 636' left of centerline. Terrain 4281' MSL, 66' from DER, 258' right of centerline.

**Rwy 31**: Terrain 4294' MSL, 0' from DER, 500' left of centerline. Terrain 4304' MSL, 370' from DER, 588' left of centerline. Power Pole 25' AGL/4357' MSL, 2517' from DER, 98' left of centerline. Terrain 4314' MSL, 197' to 317' from DER, 500' to 585' right of centerline.

**CANON CITY, CO****FREMONT COUNTY**

TAKE-OFF MINIMUMS: **Rwy 29**, 4600-2 or std. with a min. climb of 450' per NM to 10400.

DEPARTURE PROCEDURE: **Rwy 11**, climb runway heading. **Rwy 29**, turn left heading 115°.

**All aircraft** intercept and climb via PUB VORTAC R-262 (V244) PUB VORTAC before proceeding on course.

**CLAYTON, NM****CLAYTON MUNI**

TAKE-OFF MINIMUMS: **Rwy 30**, 1300-1 or std. with a min. climb of 244' per NM until 6700.

**COLORADO SPRINGS, CO****CITY OF COLORADO SPRINGS MUNI**

TAKE-OFF MINIMUMS: **Rwy 30**, 600-2 or std. with a min. climb of 220' per NM to 6900.

DEPARTURE PROCEDURE: **Rwys 12, 17L, 17R**, turn left. **Rwys 30, 35L, 35R**, turn right. **All aircraft** climb direct BRK VORTAC. Aircraft departing on BRK R-325 CW R-153 climb on course. Aircraft departing BRK R-154 CW R-324 climb in BRK holding pattern (NW, left turns, 154° inbound) to cross BRK VORTAC at or above 14000.

**CORTEZ, CO****CORTEZ MUNI**

TAKE-OFF MINIMUMS: **Rwy 3**, 300-2 or std. w/ min. climb of 220' per NM to 6300. **Rwy 21**, 1000-2.

DEPARTURE PROCEDURE: **Rwy 3**, left turn.

**Rwy 21**, right turn, climbing direct to CEZ VOR.

Aircraft northwestbound V391 continue climb on course to 9800 or above; southeastbound V391, V211, and direct HBU VOR/DME, continue climb on R-295 to 8000, left climbing turn to recross CEZ VOR at or above 9400.

Aircraft enroute HBU VOR/DME and able to climb 230' per NM to 15000 may climb on course (CEZ R-034) to 16300 or above.

NOTE: **Rwy 3**, tree 1.7 NM from departure end of runway, 2964' left of centerline, 6096 AGL/6196 MSL.

**CRAIG, CO****CRAIG-MOFFAT**

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 800-1¼, or std. with a min. climb of 400' per NM to 7000.

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb direct CHE VOR/DME and hold (W, right turns, 108° inbound) climbing to: aircraft departing CHE R-213 CW R-296 depart on course; all others continue climbing to cross CHE at or above; CHE R-076 CW R-114 10500, R-115 CW R-212 11300, and R-297 CW R-076 11300.

**DEMING, NM****DEMING MUNI**

TAKE-OFF MINIMUMS: **Rwy 4**, NA.

DEPARTURE PROCEDURE: WESTBOUND: **Rwy 8**, climbing left turn heading 214°; **Rwy 22**, climbing right turn heading 302°; **Rwy 26**, climbing right turn heading 275°; intercept DMN VORTAC R-258 then via V94 on course. EASTBOUND: **Rwy 8**, climb direct DMN VORTAC; **Rwys 22, 26**, climbing right turn direct DMN VORTAC; then via V94 on course. NORTHBOUND: **Rwy 8**, climb direct DMN VORTAC; **Rwys 22, 26**, climbing right turn direct DMN VORTAC; then via V110 on course.

## DENVER, CO

CENTENNIAL (APA)

AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17L**, std. w/ min. climb of 253' per NM to 6900. **Rwy 17R**, std. w/ min. climb of 370' per NM to 6900.

DEPARTURE PROCEDURE: **Rwy 10**, when departing on course between 159° CCW to 330° from departure end of runway climb heading 100° to 6300. All other courses: climbing left turn heading 326° to intercept DEN VOR/DME R-191 to DEN VOR/DME, thence ... **Rwys 17L, 17R**, climb on a heading between 346° CW to 159° from departure end of runway. All other courses: climbing left turn heading 331° to intercept DEN VOR/DME R-196 to DEN VOR/DME, thence ... **Rwy 28**, climb on a heading between 330° CW to 100° from departure end of runway. All other courses: climbing right turn heading 072° to intercept DEN VOR/DME R-207 to DEN VOR/DME, thence ... **Rwy 35L**, climb on a heading between 330° CW to 159° from departure end of runway. All other courses: climb heading 346° to intercept DEN VOR/DME R-208 to DEN VOR/DME, thence ... **Rwy 35R**, climb on a heading between 330° CW to 159° from departure end of runway. All other courses: climb heading 347° to intercept DEN VOR/DME R-208 to DEN VOR/DME, thence ...

... Climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 10**, terrain beginning 238' from departure end of runway, 30' right of centerline, up to 5859' MSL. Fences beginning 1211' from departure end of runway, 233' right of centerline, up to 8' AGL/5841' MSL. Multiple bushes beginning 1378' from departure end of runway, 284' right of centerline, up to 6' AGL/5840' MSL. Multiple roads with vehicles beginning 198' from departure end of runway, 404' left of centerline, up to 15' AGL/5835' MSL. Terrain 1357' from departure end of runway, 253' left of centerline, 5829' MSL. **Rwy 17L**, multiple trees beginning 2968' from departure end of runway, 761' right of centerline, 100' AGL/5976' MSL. **Rwy 17R**, terrain 181' from departure end of runway, 496' right of centerline, 5887' MSL. Fence 538' from departure end of runway, 196' right of centerline, 8' AGL/5889' MSL. Multiple trees beginning 562' from departure end of runway, 61' right of centerline, up to 16' AGL/5976' MSL. Multiple light poles beginning 2362' from departure end of runway, 256' right of centerline, up to 30' AGL/5942' MSL. Vehicles on roads beginning 2812' from departure end of runway, on centerline, up to 17' AGL/5946' MSL. Obstruction light on building 3282' from departure end of runway, 842 feet right of centerline, 90' AGL/6021' MSL. **Rwy 28**, terrain beginning 89' from departure end of runway, from 513' left to 137' right of centerline, up to 5849' MSL. Windsock 100' from departure end of runway, 183' left of centerline, 15' AGL/5832' MSL. Multiple trees beginning 1640' from departure end of runway, 731' left of centerline, up to 100' AGL/5959' MSL. **Rwy 35L**, terrain beginning 54' from departure end of runway, 110' right of centerline, up to 5829' MSL.

## DENVER, CO (CON'T)

DENVER INTL (DEN)

AMDT 2 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climb on a heading between 312° CW to 215° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 8**, climb on a heading between 307° CW to 218° from departure end of runway. All other courses: climbing right turn, thence ... **Rwys 16L, 16R**, climb on a heading between 210° CCW to 350° from departure end of runway. All other courses: climbing left turn, thence ... **Rwys 17L, 17R**, climb on a heading between 219° CCW to 350° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 25**, climb on a heading between 314° CW to 080° or 203° CCW to 080° from departure end of runway. All other courses: climbing left turn, thence ... **Rwy 26**, climb on a heading between 310° CW to 080° or 216° CCW to 080° from departure end of runway. All other courses: climbing left turn, thence ... **Rwys 34L, 34R**, climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing right turn, thence ... **Rwys 35L, 35R**, climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing left turn, thence ...  
... direct DEN VOR/DME, climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 8**, multiple trees beginning 115' from departure end of runway, 444' right of centerline, up to 100' AGL/5389' MSL. **Rwy 16L**, tower 4722' from departure end of runway, 1359' left of centerline, 153' AGL/5473' MSL. Antenna on obstruction light tower 4746' from departure end of runway, 1358' left of centerline, 153' AGL/5473' MSL. **Rwy 17L**, multiple trees beginning 247' from departure end of runway, 543' right of centerline, up to 100' AGL/5489' MSL. **Rwy 17R**, multiple trees beginning 1457' from departure end of runway, 759' right of centerline, up to 100' AGL/5529' MSL. **Rwy 25**, multiple trees beginning 303' from departure end of runway, 557' right of centerline, up to 100' AGL/5439' MSL. **Rwy 34L**, multiple trees beginning 273' from departure end of runway, 537' right of centerline, up to 100' AGL/5399' MSL. **Rwy 34R**, multiple trees beginning 471' from departure end of runway, 580' right of centerline, up to 100' AGL/5449' MSL. **Rwy 35L**, terrain beginning 149' from departure end of runway, 34' right of centerline, up to 5414' MSL.



## DENVER, CO (CON'T)

FRONT RANGE (FTG)  
AMDT 2 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 8**, climb on a heading between 310° CW to 225° from departure end of runway. All other courses: climbing left turn, then... **Rwy 17**, climb on a heading between 350° CW to 226° from departure end of runway. All other courses: climbing right turn, then... **Rwy 26**, climb on a heading between 311° CW to 080° or between 224° CCW to 080° from departure end of runway. All other courses: climbing right turn, then... **Rwy 35**, climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing left turn, then...

... Direct DEN VOR/DME, climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 17**, multiple trees beginning 247' from departure end of runway, 534' left of centerline, up to 50' AGL/5629' MSL. Multiple trees beginning 293' from departure end of runway, 555' right of centerline, up to 50' AGL/5599' MSL. Pole 3618' from departure end of runway, 516' left of centerline, 92' AGL/5603' MSL. **Rwy 26**, multiple trees beginning 255' from departure end of runway, 317' left of centerline, up to 50' AGL/5499' MSL. Multiple trees beginning 272' from departure end of runway, 498' right of centerline, up to 50' AGL/5479' MSL.

## ROCKY MOUNTAIN METROPOLITAN (BJC)

AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29L**, 200-1 or std. w/ min. climb of 402' per NM to 5900.

DEPARTURE PROCEDURE: **Rwy 2**, climb on a heading between 350° CW to 160° from departure end of runway. All other courses: climbing right turn heading 147° to intercept DEN VOR/DME R-282 to DEN VOR/DME, then... **Rwys 11L, 11R**, climb on a heading between 160° CCW to 350° from departure end of runway. All other courses: climb heading 113° to intercept DEN VOR/DME R-272 to DEN VOR/DME, then... **Rwy 20**, climb on a heading between 160° CCW to 024° from departure end of runway. All other courses: climbing left turn heading 044° to intercept DEN VOR/DME R-269 to DEN VOR/DME, then... **Rwy 29R**, climb on a heading between 350° CW to 113° from departure end of runway. All other courses: climbing right turn heading 142° to intercept DEN VOR/DME R-277 to DEN VOR/DME, then... **Rwy 29L**, climb on a heading between 350° CW to 113° from departure end of runway. All other courses: Climbing right turn heading 142° to intercept DEN VOR/DME R-276 to DEN VOR/DME, then...

... climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 2**, pole 432' from departure end of runway, 370' right of centerline, 49' AGL/5619' MSL. **Rwy 29L**, terrain beginning 45' from departure end of runway 292' left of centerline, up to 5839' MSL. Fence 1015' from departure end of runway 392' left of centerline, 15' AGL/5725' MSL. Fence 982' from departure end of runway 303' left of centerline, 14' AGL/5714' MSL. Multiple trees beginning 687' from departure end of runway 615' right of centerline up to 70' AGL/5839' MSL. Tree 3196' from departure end of runway 1337' left of centerline, 70' AGL/5839' MSL.

## DURANGO, CO

DURANGO-LA PLATA COUNTY (DRO)  
AMDT 6A 09015

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ a min. climb of 215' per NM to 7600, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climbing right turn to 9000 heading 160° and DRO VOR/DME R-125 to RESER INT, or for climb in visual conditions: Cross Durango-La Plata County Airport Southeast bound at or above 8200 MSL, then proceed on DRO VOR/DME R-125 to RESER INT. **Rwy 21**, climbing right turn to 9500 heading 280° and DRO VOR/DME R-235 to MARKE INT.

NOTE: **Rwy 3**, trees beginning 1223' from departure end of runway, 794' left of centerline, up to 42' AGL/6741' MSL. Trees beginning 488' from departure end of runway, 431' right of centerline, up to 42' AGL/6698' MSL, vehicles on road beginning 8' from departure end of runway, right and left of centerline, up to 15' AGL/6706' MSL.

## EAGLE, CO

EAGLE COUNTY RGNL (EGE)  
AMDT 7 09239 (FAA)

DEPARTURE PROCEDURE: use GYPSUM DEPARTURE.

## ERIE, CO

ERIE MUNI

TAKE-OFF MINIMUMS: **Rwy 15**, 500-2 or std. with a min. climb gradient of 270' per NM to 5700.

DEPARTURE PROCEDURE: **Rwys 9, 15**, turn right; **Rwys 27, 33**, turn left; climb direct BJC VOR/DME. Departures on BJC R-340 CW R-150 climb on course. All others climb in BJC holding pattern (NE, left turns 203° inbound) to cross BJC VOR/DME at or above 13300, or comply with RADAR vectors.

## FARMINGTON, NM

FOUR CORNERS RGNL

TAKE-OFF MINIMUMS: **Rwys 11, 29, NA**. DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 6300 before turning left. **Rwy 23**, climb runway heading to 6500 before turning left.

## FORT COLLINS, CO

FORT COLLINS-LOVELAND MUNI (FNL)  
AMDT 5 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 24**, NA-VFR runway. DEPARTURE PROCEDURE: **Rwy 15**, climb on heading between 117° CCW to 329° from departure end of runway. All other courses: climbing left turn heading 017° to intercept GLL VORTAC R-242 to GLL VORTAC, then... **Rwy 33**, climb on heading between 323° CW to 148° from departure end of runway. All other courses: climbing right turn heading 122° to intercept GLL VORTAC R-257 to GLL VORTAC, then... ...climb in GLL VORTAC holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 33**, multiple trees beginning 833' from departure end of runway, 516' right of centerline, up to 66' AGL/5025' MSL. Multiple poles beginning 567' from departure end of runway, 540' left of centerline, up to 26' AGL/4995' MSL.

## GALLUP, NM

### GALLUP MUNI

TAKE-OFF MINIMUMS: **Rwy 6**, CAT A,B 1300-2 or std. with a min. climb of 300' per NM until passing 8000.

CAT C,D 1600-3 or std. with a min. climb of 320' per NM until passing 8500. **Rwy 24**, 700-2 or std. with a min. climb of 370' per NM until passing 8000.

DEPARTURE PROCEDURE: **Rwy 6**, turn left.

**All aircraft** climb direct GUP VORTAC. Departures via GUP R-190 CW R-242 climb on course. Departures via GUP R-243 CW R-189 climb in GUP holding pattern (SW, right turns, 047° inbound) to cross GUP at or above 9000.

## GRAND JUNCTION, CO

### GRAND JUNCTION RGNL (GJT)

#### AMDT 11 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, NA-obstacles. **Rwy 22**,

NA-obstacles, facility reception (JNC VORTAC).

DEPARTURE PROCEDURE: **Rwys 11, 29**, use MONUMENT DEPARTURE.

## GRANTS, NM

### GRANTS-MILAN MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 2400-2 or std. with a min. climb of 420' per NM to 11000. **Rwy 31**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to join V12 at or above 11000 before proceeding on course.

## GREELEY, CO

### GREELEY-WELD COUNTY (GXY)

#### AMDT 3 08241 (FAA)

DEPARTURE PROCEDURE: **Rwy 9**, climb on a heading between 289° CW to 211° from departure end of runway.

All other courses: climbing left turn, thence... **Rwy 16**, climb on a heading between 209° CCW to 347° from departure end of runway. All other courses: climbing left turn, thence... **Rwy 27**, climb on a heading between 291° CW to 094° or 206° CCW to 094° from departure end of runway. All other courses: climbing right turn, thence... **Rwy 34**, climb on a heading between 290° CW to 166° from departure end of runway. All other courses: climbing right turn, thence...

...direct GLL VORTAC, climb in GLL VORTAC holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 27**, tree 1634' from departure end of runway, 836' left of centerline, 56' AGL/4717' MSL, fence 237' from departure end of runway, 422' right of centerline, 9' AGL/4670' MSL, fence 99' from departure end of runway, 423' left of centerline, 4' AGL/4665' MSL. **Rwy 34**, multiple trees beginning 1860' from departure end of runway, 595' right of centerline, up to 67' AGL/4785' MSL, tree 2854' from departure end of runway, 524' left of centerline, 73' AGL/4770' MSL.

## GUNNISON, CO

### GUNNISON-CRESTED BUTTE RGNL

TAKE-OFF MINIMUMS: **Rwy 6**, 1600-3 or 600-2 with a min. climb of 550' per NM to 9500. **Rwy 24**, 1200-3 or 400-2 with a min. climb of 350' per NM to 9500.

**Rwys 17, 35**, NA.

DEPARTURE PROCEDURE: **Rwy 6**, at departure end of runway, climb heading 072° to 9500 then climbing right turn direct HBU VOR/DME. Aircraft unable to maintain 550' per NM must maneuver visually to depart the 11 DME fix inbound to the HBU VOR/DME on the HBU R-062 at or above 9200. **Rwy 24**, climb runway heading to 8400 then climbing left turn direct HBU VOR/DME. Aircraft unable to maintain 350' per NM must maneuver visually to depart the 4 DME fix inbound to the HBU VOR/DME on the HBU R-010 at or above 8800.

**All aircraft** continue climbing in HBU holding pattern (SW, left turns, 031° inbound) to depart HBU VOR/DME at or above: R-261 CW R-280, 10800; R-281 CW R-189 and R-191 CW R-260, 13000; R-190, 12500.

## HAYDEN, CO

### YAMPA VALLEY (HDN)

#### AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 400' per NM to 12200, or 3200-3 for climb in visual conditions. **Rwy 28**, std. w/ min. climb of 245' per NM to 9500, or 3200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb on heading 147° to 12200 before proceeding on course. **Rwy 28**, climb on heading 238° to 9500 before proceeding on course. **Rwys 10, 28**, for climb in visual conditions: cross Yampa Valley airport at or above 9700 before proceeding on course.

NOTE: **Rwy 10**, tree 241' from DER, 420' right of centerline, 100' AGL/6699' MSL. Tree 644' from DER, 340' left of centerline, 100' AGL/6699' MSL. Multiple transmission towers, beginning 3606' from DER, left to right of centerline, up to 145' AGL/6745' MSL. Terrain beginning 1714' from DER, 707' right of centerline, up to 6676' MSL.

**HOBBS, NM****LEA COUNTY RGNL**

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ a min. climb of 218' per NM to 4300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 3**, multiple trees beginning 546' from departure end of runway, 811' right of centerline, up to 40' AGL/3700' MSL. Sign 822' from departure end of runway, 694' left of centerline, 38' AGL/3676' MSL. **Rwy 8**, tower 3 NM from departure end of runway, 2587' right of centerline, 515' AGL/4120' MSL. **Rwy 12**, road at departure end of runway, 112' right of centerline, 15' AGL/3654' MSL. **Rwy 17**, obstruction light on glideslope, 1014' from departure end of runway, 486' right of centerline, 37' AGL/3687' MSL. **Rwy 21**, tree 1304' from departure end of runway, 726' right of centerline, 46' AGL/3690' MSL. **Rwy 26**, road 253' from departure end of runway, across centerline, 15' AGL/3669' MSL. **Rwy 30**, wind sock 103' from departure end of runway, 280' left of centerline, 16' AGL/3675' MSL, pole 1035' from departure end of runway, 540' right of centerline, 25' AGL/3689' MSL. **Rwy 35**, multiple fences, roads and poles beginning 103' from departure end of runway, across centerline, up to 37' AGL/3696' MSL, pole 299' from departure end of runway, 495' left of centerline, 25' AGL/3689' MSL, pole 293' from departure end of runway, 94' right of centerline, 25' AGL/3682' MSL.

**HOLLOMAG AFB (KHMN),**

ALAMOGORDO, NM . . . . .ORIG, 08101

**Rwy 7**, NA

**Rwy 16**, 8000-3\*

**Rwy 22**, 8000-3\*\*

**Rwy 25**, 8000-3\*

**Rwy 34**, 8000-3\*\*\*

\* Or standard with minimum climb of 510'/NM to 14,100.

\*\* Or standard with minimum climb of 470'/NM to 14,100.

\*\*\* Or standard with minimum climb of 490'/NM to 14,100.

**Rwy 16, 22, 25, 34**, RADAR REQUIRED (when R-5103C not under Holloman Approach or Cherokee control).

TAKE-OFF OBSTACLES: **Rwy 16**, Terrain 4052' MSL, 46' from DER, 512' left of centerline; Terrain 4052' MSL, 16' from DER, 500' left of centerline; Terrain 4052' MSL, 12' from DER, 503' left of centerline; Vehicle on road 15' AGL/4180' MSL, 589' from DER, 1170' right of centerline; Building 17' AGL/4070' MSL, 67' from DER, 283' right of centerline. **Rwy 22**, Terrain 4058' MSL, 4' from DER, 63' left of centerline; Terrain 4060' MSL, 127' from DER, 534' right of centerline; Terrain 4059' MSL, 0' from DER, 500' right of centerline; Vehicle on road 10' AGL/4190' MSL, 1963' from DER, 422' right of centerline; Vehicle on road 10' AGL/4190' MSL, 1977' from DER, 90' right of centerline. **Rwy 25**, Vehicle on road 10' AGL/4190' MSL, 4387' from DER, 14' left of centerline; Vehicle on road 10' AGL/4190' MSL, 4225' from DER, 303' left of centerline; Vehicle on road 15' AGL/4190' MSL, 1812' from DER, 1464' left of centerline.

**HOLYOKE, CO****HOLYOKE**

NOTE: **Rwy 14**, trees 2012' from departure end of runway, 29' left of centerline, 100' AGL/3829' MSL. **Rwy 32**, trees 1009' from departure end of runway, 697' left of centerline, 100' AGL/3839' MSL.

**KREMMLING, CO****MC ELROY AIRFIELD**

TAKE-OFF MINIMUMS: **Rwy 9**, 2600-2 or std. with a min. climb of 370' per NM to 12700. **Rwy 27**, 3200-2 or std. with a min. climb of 500' per NM to 12700.

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 10000, then climbing right turn. **Rwy 27**, climb runway heading to 10900, then climbing left turn. **All aircraft** proceed direct RLG VOR/DME. Continue climb to 13,000 in RLG holding pattern (hold SW, left turns, 051° inbound).

**LA JUNTA, CO****LA JUNTA MUNI**

DEPARTURE PROCEDURE: **Rwy 8**, climb via heading 080°. **Rwy 12**, climb via heading 120°. **Rwy 26**, turn left heading 160°. **Rwy 30**, turn left heading 140°.

**All aircraft**, intercept LAA R-238 (V210) to LAA VORTAC. When at or above 8000 proceed on course.

**LAMAR, CO****LAMAR MUNI**

DEPARTURE PROCEDURE: **Rwys 8, 36**, turn left.

**Rwy 18**, turn left/right. **Rwy 26**, turn right. Direct LAA VORTAC. Aircraft departing LAA R-048 CW R-118 climb on course. All others continue climbing in LAA holding pattern (N, right turns, 169° inbound) to 6000 before proceeding on course.

**LAS CRUCES, NM****LAS CRUCES INTL**

DEPARTURE PROCEDURE: **Rwys 4, 8**, climbing right turn. **Rwy 12**, CAT A,B, climb runway heading CAT C,D, NA. **Rwys 22, 26**, climbing left turn. **Rwy 30**, climbing runway heading to 5100 then climbing left turn. **All aircraft** climb direct HAWKE LOM. Continue climb in HAWKE holding pattern (SE, left turns, 304° inbound) to cross HAWKE LOM at or above 10000 before proceeding on course.

**LAS VEGAS, NM****LAS VEGAS MUNI**

DEPARTURE PROCEDURE: **Rwys 2, 14** turn left/right.

**Rwy 20**, turn left (except via FTIR-215). **Rwy 32**, turn right.

Departures via FTI VORTAC R-001 CW R-215 climb on course. Departures via FTI VORTAC R-216 CW R-360 proceed direct FTI VORTAC. Climb in FTI VORTAC holding pattern (hold north, left turn, 192° inbound) to cross FTI at airway MEA/MCA. (NOTE: climb in hold not authorized for turbojet aircraft)

**LEADVILLE, CO****LAKE COUNTY (LXV)****AMDT 2 08101 (FAA)**

DEPARTURE PROCEDURE: **Rwy 16**, use LOZUL (RNAV) DEPARTURE. **Rwy 34**, use DAVVY (RNAV) DEPARTURE.

## LONGMONT, CO VANCE BRAND

TAKE-OFF MINIMUMS: **Rwy 11**, 300-1 or std. with a min. climb of 250' per NM until passing 5400.

**Rwy 29**, CAT A,B 1900-3 or std. with a min. climb of 380' per NM until passing 7000. CAT C,D NA.

DEPARTURE PROCEDURE: Comply with RADAR vectors, or: **Rwys 11, 29**, turn right climb direct BJC VOR/DME. Departures on BJC R-340 CW R-150 climb on course. All others climb in BJC holding pattern (NE, left turns, 203° inbound) to cross BJC VOR/DME at or above 13300.

NOTE: Climb in holding NA for turbojet aircraft.

## LOS ALAMOS, NM LOS ALAMOS

TAKE-OFF MINIMUMS: **Rwy 27**, NA-obstacles and airport restriction.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 092° until intercepting SAF VORTAC R-354. Northbound proceed via V83 climbing to 11000. Southbound proceed via V83 at 9000.

## LOVINGTON, NM LEA COUNTY-ZIP FRANKLIN MEMORIAL

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 4700 before turning on course. **Rwy 12**, 35' AGL powerline 1250' from departure end of runway 150' right of centerline. **Rwy 21**, 40' AGL tower 936' from departure end of runway 273' right of centerline.

**Rwy 30**, 50' AGL windmill 1800' from departure end of runway 50' right of centerline.

## MEEKER, CO MEEKER (EEO) AMDT 1 08157

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 4100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 21**, for climb in visual conditions: cross Meeker Airport at or above 10500 before proceeding on course.

NOTE: **Rwy 21**, multiple trees beginning 843' from departure end of runway, 20' left of centerline, up to 100' AGL/7190' MSL. Multiple trees beginning 227' from departure end of runway, 187' right of centerline, up to 100' AGL/6862' MSL.

## MONTE VISTA, CO MONTE VISTA MUNI

DEPARTURE PROCEDURE: **Rwy 2**, climbing right turn. **Rwy 20**, climbing left turn. **All aircraft**, climb direct ALS VORTAC, continue climb in ALS holding pattern (SE, right turns, 301° inbound) to cross ALS VORTAC at or above 11,000, except V210 westbound 11,200 and J102 northeastbound 13,700, before proceeding enroute.

## MONTROSE, CO MONTROSE RGNL (MTJ) AMDT 4 09127 (FAA)

DEPARTURE PROCEDURE: Use MONTROSE DEPARTURE.

## NUCLA, CO HOPKINS FIELD

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA-environmental DEPARTURE PROCEDURE: **Rwys 5, 23**, use NUCLA (RNAV) DEPARTURE.

## PAGOSA SPRINGS, CO STEVENS FIELD (PSO) ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 437' per NM to 9600, or 1900-3 for climb in visual conditions. **Rwy 19**, std. w/ min. climb of 296' per NM to 9300, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climbing right turn via heading 216° to intercept DRO VOR/DME R-066 to DRO VOR/DME .... for climb in visual conditions cross Stevens Field airport south bound at or above 9400 MSL, then via DRO VOR/DME R-066 to DRO VOR/DME ....

**Rwy 19**, climb via heading 194° to intercept DRO VOR/DME R-075 to DRO VOR/DME .... for climb in visual conditions cross Stevens Field airport south bound at or above 9400 MSL, then via DRO VOR/DME R-066 to DRO VOR/DME ....

... thence cross DRO VOR/DME at MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 1**, terrain beginning 30' from departure end of runway, 53' left of centerline, up to 7697' MSL. Terrain beginning 127' from departure end of runway, 69' right of centerline, up to 7681' MSL. Multiple trees beginning 940' from departure end of runway, left and right of centerline, up to 100' AGL/7739' MSL. **Rwy 19**, multiple trees beginning 664' from departure end of runway, 156' left of centerline, up to 100' AGL/7693' MSL. Multiple trees beginning 1625' from departure end of runway, 5' right of centerline, up to 100' AGL/7698' MSL.

## PUEBLO, CO

PUEBLO MEMORIAL (PUB)

AMDT 4 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1¼ or standard w/ a min. climb of 254' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 8L**, climb heading 077° to 5500, then climbing left turn via heading 210° and PUB R-040 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 8R**, climb heading 077° to 5400, then climbing left turn via heading 210° and PUB R-040 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight.

**Rwy 17**, climb heading 167° to 5800, then climbing left turn via heading 050 and PUB R-180 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 26L**, climb heading 257° to 5700, then climbing left turn via heading 070° and PUB R-220 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 26R**, climb heading 257° to 5700, then climbing left turn via heading 070° and PUB R-220 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 35**, climb heading 347° to 5200, then climbing right turn via heading 150° and PUB R-360 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight.

NOTE: **Rwy 8L**, rising terrain 57' from DER, 123' left of centerline, up to 4649' MSL. **Rwy 8R**, rising terrain 180' from DER, 58' left of centerline, up to 4659' MSL.

**Rwy 26L**, rising terrain 110' from DER, 182' right of centerline, up to 4659' MSL, rising terrain 128' from DER, 122' left of centerline, up to 4659' MSL. **Rwy 26R**, rising terrain 208' from DER, 446' right of centerline, up to 4679' MSL. **Rwy 35**, rising terrain 2' from DER, 7' left of centerline, up to 4749' MSL, rising terrain 196' from DER, 11' right of centerline, up to 4793' MSL, transmission poles 1.1 NM from DER, 703' right of centerline, 46' AGL/4925' MSL, radar reflector 996' from DER, on centerline, 4' AGL/4757' MSL.

## RATON, NM

RATON MUNI/CREWS FIELD

DEPARTURE PROCEDURE: When weather below 1500-2: **Rwys 2,7**, climb on CIM R-040 northeastbound to 8000, then on course to assigned altitude. **Rwys 20,25**, climb on CIM R-040 southwestbound to 8000, then on course to assigned altitude.

## RIFLE, CO

GARFIELD COUNTY RGNL (RIL)

AMDT 8 08157

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ a min. climb of 369' per NM to 12400 or 5400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, DME required. Climb via RIL R-081 to ZOBAK/10 DME, then climbing left turn direct RIL VOR/DME. Climb in RIL VOR/DME holding pattern (Hold E, right turn, 263° inbound) to cross RIL VOR/DME at or above MEA/MCA before proceeding enroute, or for climb in visual conditions cross Garfield County Rgnl Airport at or above 10800 before proceeding on course. **Rwy 26**, use SQUAT RNAV DEPARTURE.

NOTE: **Rwy 8**, transmission line towers beginning 1.2 NM from departure end of runway, 437' right of centerline, up to 150' AGL/6069' MSL. Trees beginning 1.9 NM from departure end of runway, 647' right of centerline, up to 100' AGL/5983' MSL. Terrain beginning 124' from departure end of runway, 287' right of centerline, up to 5863' MSL. Pole 1083' from departure end of runway, 656' right of centerline, 28' AGL/5588' MSL.

## ROSWELL, NM

ROSWELL INTL AIR CENTER

DEPARTURE PROCEDURE: **Rwy 30**, climb to 6000 via runway heading to intercept CME R-323, upon reaching 6000 proceed on course. **Rwy 35**, climbing left turn to 6000 via heading 277° to intercept CME R-323, upon reaching 6000 proceed on course.

## RUIDOSO, NM

SIERRA BLANCA RGNL

TAKE-OFF MINIMUMS: **Rwys 6,24**, 5200-3 or std. with a min. climb of 420' per NM to 12,100'.

DEPARTURE PROCEDURE: **Rwy 6**, climb at 385' per NM to 9100' direct CEP NDB, continue climb in holding pattern (\*hold E, left turns, 273° inbound) to cross CEP NDB at or above the MEA for direction of flight. \*Do not exceed 230 kts in holding pattern. **Rwy 24**, immediate climbing left turn to 9100' direct CEP NDB, continue climb in holding pattern (\*hold E, left turns, 273° inbound) to cross CEP NDB at or above the MEA for direction of flight. \*Do not exceed 230 kts in holding pattern.

## SALIDA, CO

HARRIET ALEXANDER FIELD (ANK)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 6800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 6, 24**, For climb in visual conditions: Cross Harriet Alexander Field at or above 14200 MSL before proceeding on course.

NOTE: **Rwy 24**, Multiple transmission towers beginning 666' from departure end of runway, 440' right of centerline, up to 73' AGL/7651' MSL. Multiple trees beginning 5455' from departure end of runway, 663' right of centerline, up to 100' AGL/7908' MSL.

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## SANTA FE, NM

### SANTA FE MUNI

TAKE-OFF MINIMUMS: **Rwy 28**, 1000-3 or std. with a min. climb of 240' per NM until passing 7300 MSL. **Rwys 2, 33**, Cats. C and D, 2900-3 or std. with a min. climb of 330' per NM until 9000 MSL. DEPARTURE PROCEDURE: **Rwys 2, 10, 33**, turn right; **Rwys 20, 28**, turn left; **Rwy 15**, climb runway heading. **All aircraft** climb direct to SAF VORTAC. Continue climbing in SAF VORTAC holding pattern (hold SE, right turns, 332° inbound) to cross SAF VORTAC at or above airway MEA/MCA for direction of flight.

## SANTA TERESA, NM

### DONA ANA COUNTY AT SANTA TERESA

TAKE-OFF MINIMUMS: **Rwy 10**, std. with a min. climb of 419' per NM to 8400, or 2800-3 for climb in visual conditions. **Rwy 28**, std. with a min. climb of 358' per NM to 8400, or 2800-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwys 10, 28**, for climb in visual conditions: cross Dona Ana County at Santa Teresa Airport at or above 6800 before proceeding on course.

## SILVER CITY, NM

### GRANT COUNTY

TAKE-OFF MINIMUMS: **Rwys 3, 8, 12, 17, 21, 26, 30, 35**, std. with a min. climb of 354' per NM to 9200, or 3800-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwys 3, 8, 12, 17, 21, 26, 30, 35**, for climb in visual conditions: cross Grant County Airport at or above 9200. NOTE: **Rwy 3**, crane 5007' from departure end of runway, 1056' right of centerline, 200' AGL/5610' MSL. **Rwy 8**, pole 1.12 NM from departure end of runway, 381' right of centerline, 30' AGL/5383' MSL. Power line 2.18 NM from departure end of runway, 139' right of centerline, 200' AGL/5520' MSL. **Rwy 12**, pole 5265' from departure end of runway, 490' right of centerline, 72' AGL/5417' MSL. **Rwy 17**, pole 1.02 NM from departure end of runway, 469' left of centerline, 50' AGL/5408' MSL. **Rwy 21**, multiple bushes beginning from 4556' from departure end of runway, 79' right of centerline, up to 40' AGL/5403' MSL.

## SOCORRO, NM

### SOCORRO MUNI (ONM)

#### AMDT 3 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 15, 24**, NA-terrain. **Rwy 33**, 200-1¼ or std. w/ min. climb of 216' per NM to 5100, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER. DEPARTURE PROCEDURE: **Rwy 33**, climbing right turn via heading 030° and ONM VORTAC R-179 to ONM VORTAC, continue climb-in-hold (hold North, right turns, 182° inbound) to cross ONM VORTAC at or above MEA/MCA for direction of flight. NOTE: **Rwy 33**, trees beginning 67' from DER, 66' left of centerline, up to 15' AGL/4814' MSL. Trees beginning 436' from DER, 438' right of centerline, up to 15' AGL/4814' MSL. Tower 4996' from DER, 1161' left of centerline, 147' AGL/4947' MSL. Tower 5851' from DER, 584' right of centerline, 200' AGL/4956' MSL.

## SPRINGFIELD, CO

### SPRINGFIELD MUNI (8V7)

#### ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 4900-3 or std. w/ a min. climb of 225' per NM to 5000. NOTE: **Rwy 17**, tower 15212' from departure end of runway, 2936' right of centerline, 425' AGL/4817' MSL.

## STEAMBOAT SPRINGS, CO

### STEAMBOAT SPRINGS/BOB ADAMS FIELD

TAKE-OFF MINIMUMS: **Rwys 14**, 1500-3 or std. with a min. climb of 610' per NM to 9000. **Rwy 32**, 1900-3 or std. with a min. climb of 500' per NM to 9000. DEPARTURE PROCEDURE: **Rwy 14**, turn right heading 220°, intercept BQZ R-172. **Rwy 32**, turn left direct BQZ VOR/DME. **All aircraft** climb to 12100 via BQZ R-172 to SBURG Int and hold (S, right turns, 352° inbound).

## STERLING, CO

### STERLING MUNI

DEPARTURE PROCEDURE: **Rwys 3, 30, 33**, turn left. **Rwys 12, 15, 21**, turn right climb to 6000 direct toward SNY or AKO VOR/DME before proceeding on course.

## TAOS, NM

### TAOS RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1. DEPARTURE PROCEDURE: **Rwy 4**, climbing left turn. **Rwy 22**, climbing right turn. Intercept TAS R-100. Climbing direct to the TAS VORTAC, continue climb in holding pattern to cross TAS VORTAC at or above the MEA for direction of flight.

## TELLURIDE, CO

### TELLURIDE RGNL (TEX)

#### AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, NA-obstacles. **Rwy 27**, std. w/ min. climb of 457' per NM to 10500, or 5300-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 27**, climb to 12000 via heading 273° to intercept the ETL R-096 to ETL VOR/DME, or for climb in visual conditions: cross Telluride Airport westbound at or above 14200 via ETL R-095 to ETL VOR/DME. NOTE: All aircraft cross ETL VOR/DME at or above airway MEA/MCA for direction of flight. NOTE: **Rwy 27**, trees beginning 203' from departure end of runway, 186' left of centerline, up to 100' AGL/9124' MSL. Trees beginning 281' from departure end of runway, 45' right of centerline, up to 100' AGL/9219' MSL. Obstruction light on post 2' from departure end of runway, 308' left of centerline, 17' AGL/9095' MSL. Terrain beginning at departure end of runway, left and right of centerline, up to 9075' MSL.

## TRINIDAD, CO

### PERRY STOKES

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwy 21**, turn right, direct TAD NDB. Climb in holding to 7600 (N, left turns, 165° inbound). Aircraft departing TAD NDB bearing 330° CW 140° from TAD NDB: climb on course. Aircraft departing TAD NDB bearing 141° CW 329° from TAD NDB: depart at or above 12,500'. NOTE: **Rwy 3**, tree 180' from departure end of runway, on centerline, 30' AGL/5765' MSL.



## TRUTH OR CONSEQUENCES, NM

### TRUTH OR CONSEQUENCES MUNI

TAKE-OFF MINIMUMS: 1500-3 or std. with a min. climb of 500' per NM to 8000.

DEPARTURE PROCEDURE: **Rwys 19,25,29,31**, turn right; **Rwys 1,7,11,13,15,33**, turn left, climb direct TCS VORTAC, continue climb in holding pattern (N, left turns, 180° inbound) to cross TCS VORTAC at above the MEA for direction of flight.

## TUCUMCARI, NM

### TUCUMCARI MUNI

DEPARTURE PROCEDURE: All Rwys for SW-bound V-264 climb TCC R-255 within 10 NM to 5500 before departing on course. **Rwy 21**, climb heading 213° to 5500 before proceeding on course. **Rwy 26**, climb heading 258° to 5500 before proceeding on course.

## WALDEN, CO

### WALDEN-JACKSON COUNTY (33V)

#### ORIG 08157

TAKE-OFF MINIMUMS: **Rwys 17, 35**, NA-ATC.

DEPARTURE PROCEDURE: **Rwys 4, 22**, Use WALRU RNAV DEPARTURE.

## WRAY, CO

### WRAY MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 500-2 or std. with a min. climb of 280' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn via AKO VOR/DME R-084 to 7000 before proceeding on course. **Rwy 35**, climbing left turn via AKO VOR/DME R-077 to 7000 before proceeding on course.

NOTE: **Rwy 35**, trees 2175' left of departure end of runway, 100' AGL/3778' MSL.

## ZUNI PUEBLO, NM

### BLACK ROCK

TAKE-OFF MINIMUMS: **Rwy 7**, 1200-2 or std. with a min. climb of 360 feet per NM to 7600.

DEPARTURE PROCEDURE: **Rwy 7**, climbing left turn direct ZUN VORTAC. **Rwy 25**, climb direct ZUN VORTAC.

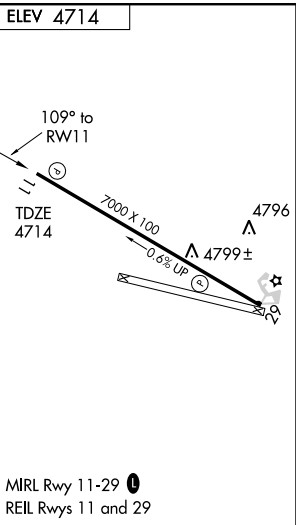
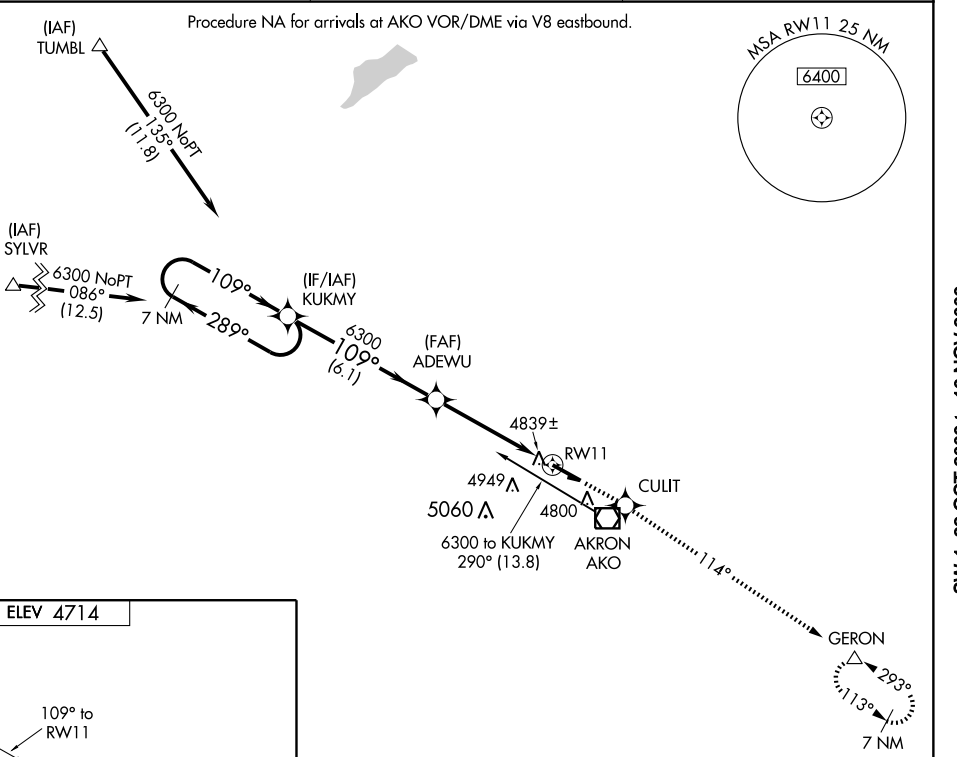
▼

▲

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Sterling altimeter setting and increase all MDA 160 feet, increase LNAV Cat C and D visibility ½ mile and circling Cat C and D visibility ½ mile.  
VDP NA with Sterling altimeter setting. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 6400 direct CULIT and via 114° track to GERON and hold.

ASOS 135.475	DENVER CENTER 133.95 317.55	UNICOM 122.8 (CTAF) 0
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7 NM Holding Pattern				6400	CULIT	114° track	GERON
CATEGORY	A	B	C	D			
LNAV MDA	5100-1 386 (400-1)			5100-1¼ 386 (400-1¼)			
CIRCLING	5180-1 466 (500-1)		5180-1½ 466 (500-1½)	5280-2 566 (600-2)			

MIRL Rwy 11-29 0  
REIL Rwy 11 and 29



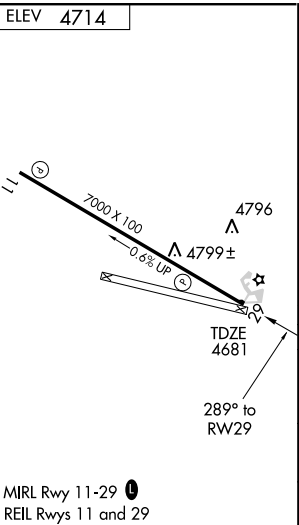
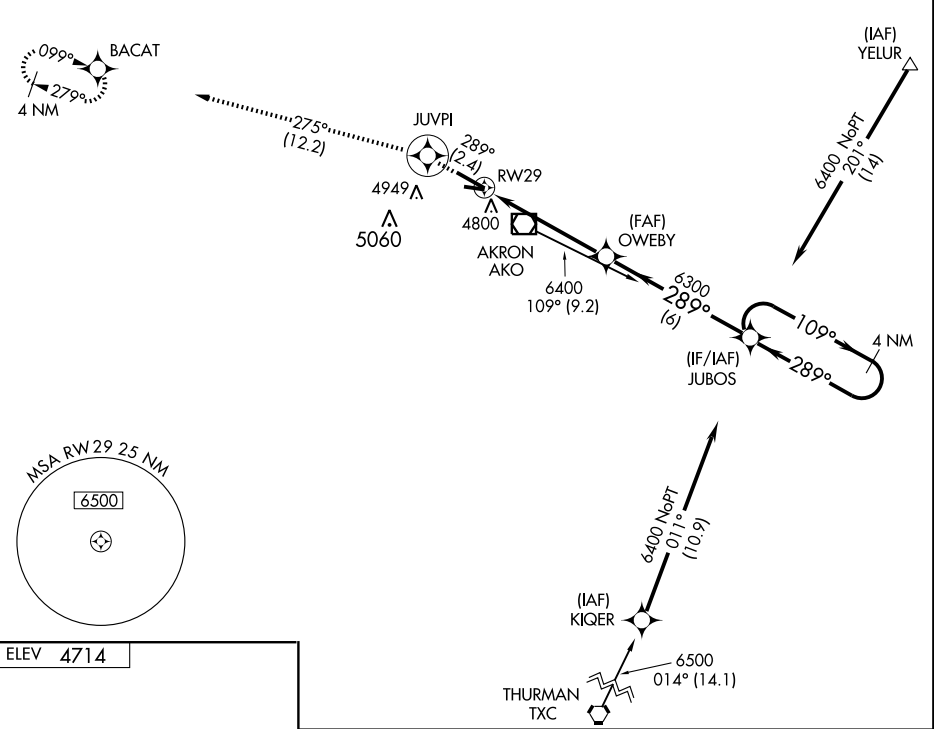
APP CRS	Rwy Idg	7000
289°	TDZE	4681
	Apt Elev	4714

RNAV (GPS) RWY 29

AKRON/ COLORADO PLAINS RGNL (AKO)

<div><div>▼</div><div>GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.</div></div> <div><div>▲ NA</div><div>Baro-VNAV NA below -24°C (-11°F).</div></div>	MISSED APPROACH: Climb to 7000, via 289° course to JUVPI WP then via 275° track to BACAT WP and hold.
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ASOS 135.475	DENVER CENTER 133.95 317.55	UNICOM 122.8 (CTAF) 0
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7000 ↑ 289°	JUVPI 275° track	BACAT				
		OWEBY	JUBOS	4 NM Holding Pattern	109° → ← 289°	6400
		RW29	6300	4.9 NM	6 NM	GS 3.00° TCH 40
CATEGORY	A	B	C	D		
GLS PA DA	NA					
LNAV/ VNAV DA	5100-1½ 419 (400-1½)					
LNAV MDA	5100-1 419 (400-1)			5100-1¼ 419 (400-1¼)		
CIRCLING	5180-1½ 466 (500-1½)				5280-2 566 (600-2)	

MIRL Rwy 11-29 0  
REIL Rwy 11 and 29

VOR/DME AKO <b>114.4</b> Chn <b>91</b>	APP CRS <b>289°</b>	Rwy Idg <b>7000</b> TDZE <b>4681</b> Apt Elev <b>4714</b>
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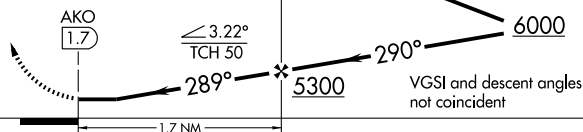
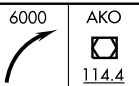
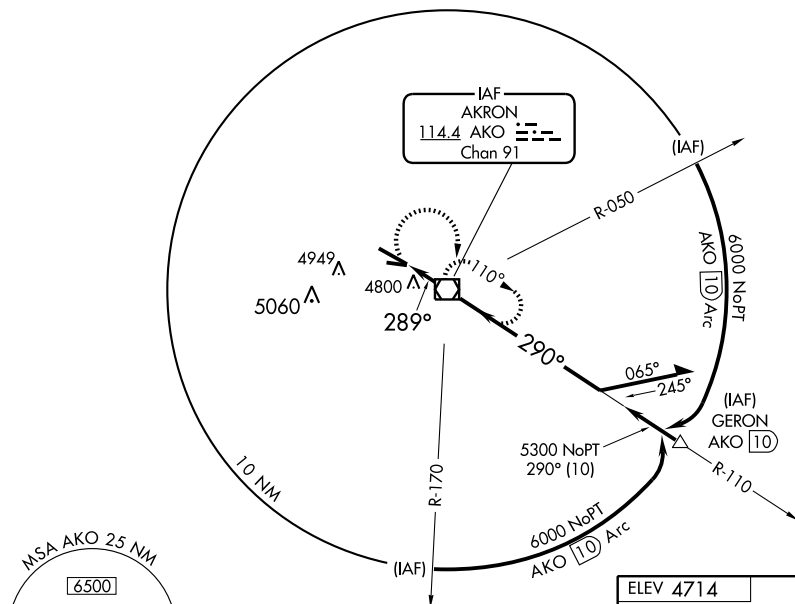
VOR RWY 29  
AKRON/COLORADO PLAINS RGNL (AKO)

**MISSED APPROACH:** Climbing right turn to 6000 direct AKO VOR/DME and hold.

ASOS  
135.475

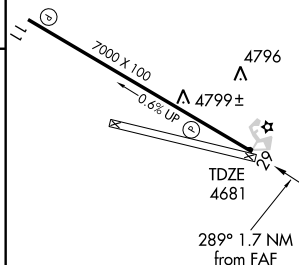
DENVER CENTER  
**133.95 317.55**

UNICOM  
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-29	5120-1	439 (500-1)	5120-1¼ 439 (500-1¼)	5120-1½ 439 (500-1½)
CIRCLING	5160-1 446 (500-1)	5180-1 466 (500-1)	5300-1½ 586 (600-1½)	5300-2 586 (600-2)

ELEV 4714



MIRL Rwy 11-29 **L**  
REIL Rwy 11 and 29

FAF to MAP 1.7 NM

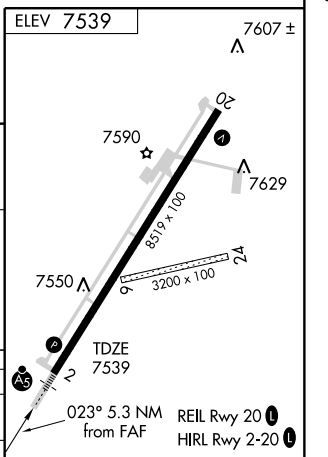
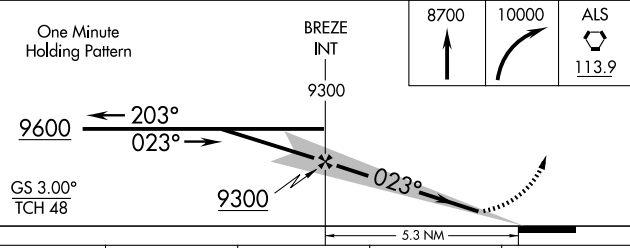
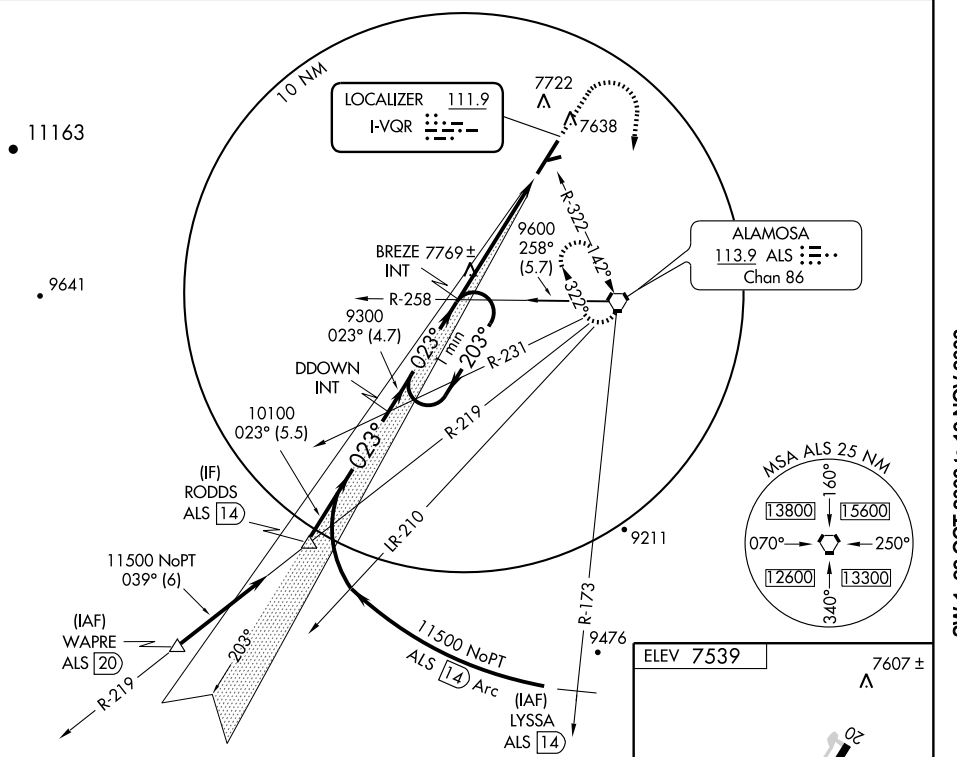
Knots	60	90	120	150	180
Min:Sec	1:42	1:08	0:51	0:41	0:34

When local altimeter setting not received, procedure NA.

MALSR

MISSED APPROACH: Climb to 8700, then climbing right turn to 10000 direct ALS VORTAC and hold.

ASOS 135.175	DENVER CENTER 128.375 379.95	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D	F
S-ILS 2	7739-½ 200 (200-½)				
S-LOC 2	8020-½ 481 (500-½)	8020-¾ 481 (500-¾)	8020-1 481 (500-1)	FAF to MAP 5.3 NM	
CIRCLING	8040-1 501 (600-1)	8040-1½ 501 (600-1½)	8100-2 561 (600-2)	REIL Rwy 20 0 HIRL Rwy 2-20 0	
					Knots Min:Sec
					60 90 120 150 180 5:18 3:32 2:39 2:07 1:46

SW-1. 22 OCT 2009 to 19 NOV 2009

WAAS  
CH 90410  
W02A

APP CRS  
023°

Rwy Idg  
8519  
TDZE  
7539  
Apt Elev  
7539

For inoperative MALSRL, increase LNAV/VNAV Cat D visibility to 1 mile. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 34°C (93°F). DME/DME RNP -0.3 NA.

MALSRL

AS

5

MISSED APPROACH: Climb to 10500 direct JADGU and hold.

ASOS 135.175	DENVER CENTER 128.375 379.95	UNICOM 122.8 (CTAF) 0
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The main chart illustrates the RNAV (GPS) RWY 2 approach. It begins with a missed approach fix (MISSED APCH FIX) at 7 NM from JADGU, with a 15° climb and 330° turn. The approach path includes waypoints: GEMKY (IAF), WAPRE (IAF), RODDS (IF/IAF), BREZE (FAF), and VEPUY (IAF). Altitudes and distances are marked along the path: 11500 NoPT 086° (12.8) to GEMKY, 11500 NoPT 043° (6) to WAPRE, 11500 NoPT 023° (4.7) to BREZE, and 11500 NoPT 023° (5.5) to RODDS. A 7 NM segment is shown between WAPRE and RODDS. The final segment to JADGU is 11500 NoPT 023° (8.4) to VEPUY, followed by a 11600 295° (8.4) turn to ZOTOS. The chart also shows the ALMOSA ALS and a missed approach fix for RW02 at 7554±.

The inset chart shows the final approach segment to RWY 2. It includes the TDZE 7539 and the final approach fix (FAF) at 7590. The chart shows the 023° to RW02 and the 023° to RW02. The chart also shows the 023° to RW02 and the 023° to RW02.

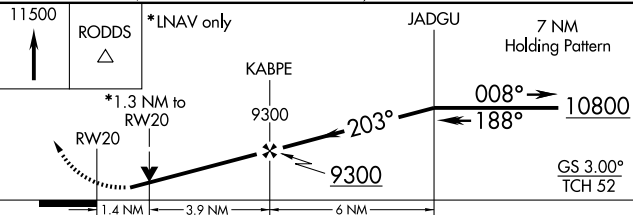
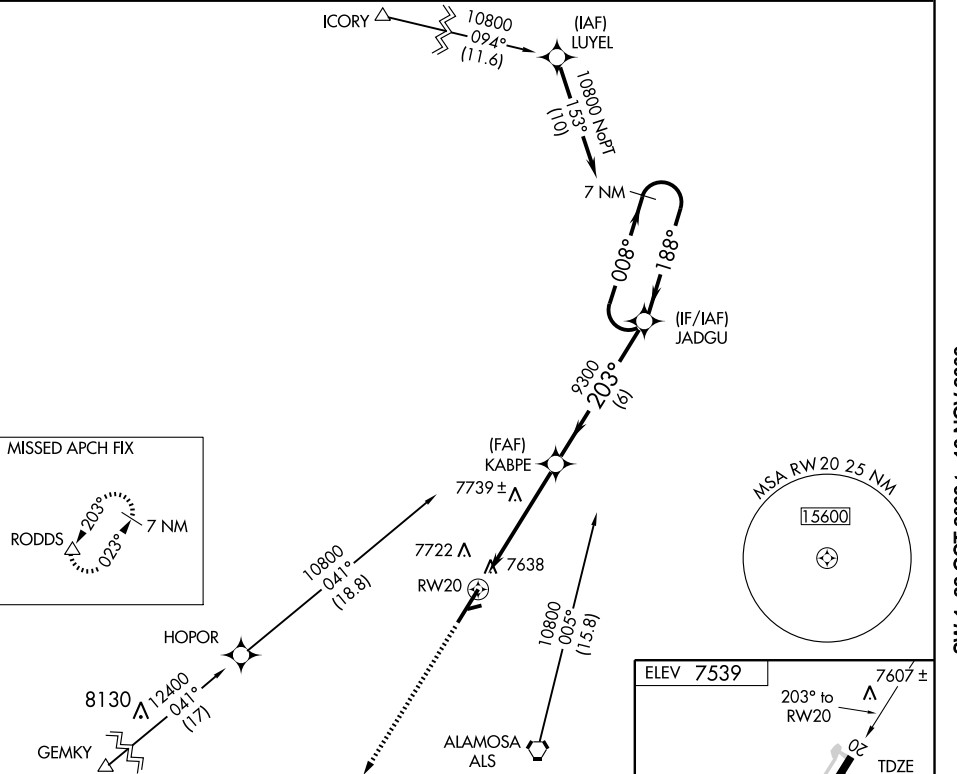
4 NM Holding Pattern		RODDSD	LNAV only*	10500	JADGU
11500		203°	023°	023°	
GS 3.00° TCH 48		DDOWN			
		10100			
		9300			
		5.5 NM	4.7 NM	3.9	1.4
CATEGORY	A	B	C	D	
LPV DA	7739-1/2 200 (300-1/2)				
LNAV/DA VNAV	7804-1/2 265 (300-1/2)				7804-3/4 265 (300-3/4)
LNAV MDA	8020-1/2 481 (500-1/2)		8020-3/4 481 (500-3/4)		8020-1 481 (500-1)
CIRCLING	8040-1 501 (600-1)		8040-1 501 (600-1)		8100-2 561 (600-2)

SW-1, 22 OCT 2009 to 19 NOV 2009

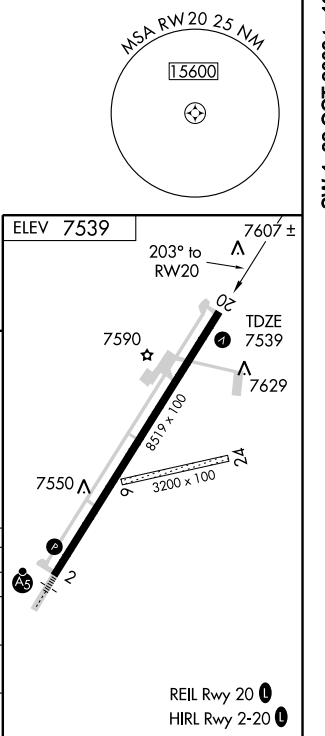
When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 34°C (93°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 11500 direct RODDS and hold, continue climb-in-hold to 11500.

ASOS 135.175	DENVER CENTER 128.375 379.95	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	7867-1 328 (400-1)			
LNAV/VNAV DA	8002-1½ 463 (500-1½)			
LNAV MDA	8000-1 461 (500-1)	8000-1¼ 461 (500-1¼)	8000-1½ 461 (500-1½)	
CIRCLING	8040-1 501 (600-1)	8040-1½ 501 (600-1½)	8100-2 561 (600-2)	



VORTAC ALS <b><u>113.9</u></b> Chan <b>86</b>	APP CRS <b>142°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>7539</b>
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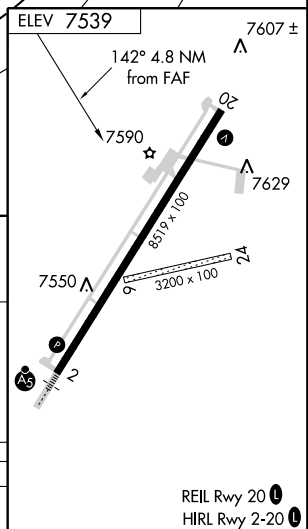
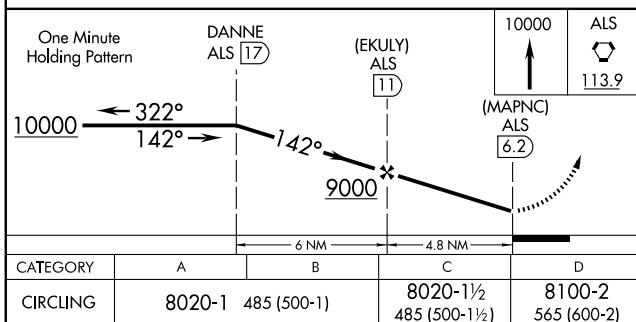
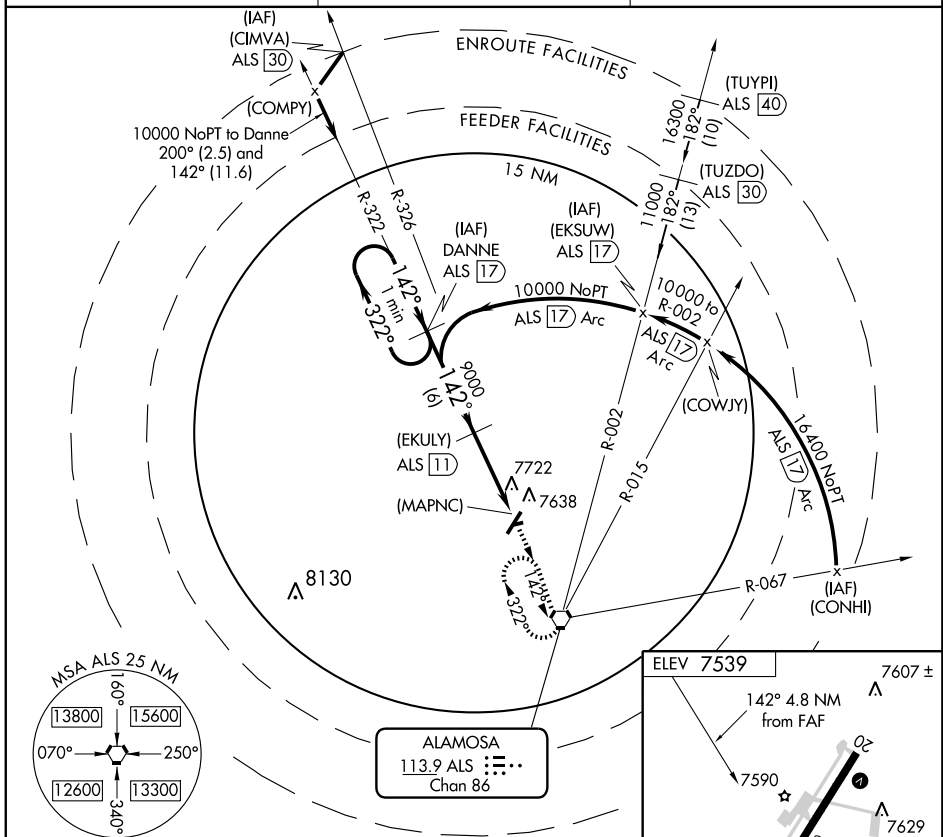
ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

VOR/DME or GPS-B

**MISSED APPROACH:** Climb to 10000 direct ALS VORTAC and hold.

ASOS  
135.175

DENVER CENTER  
**128,375 379.95**

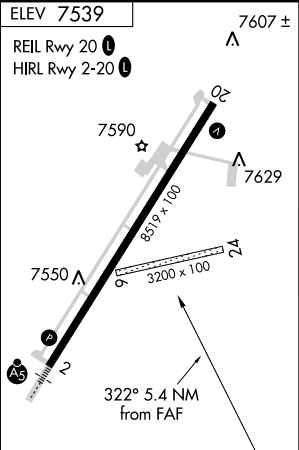
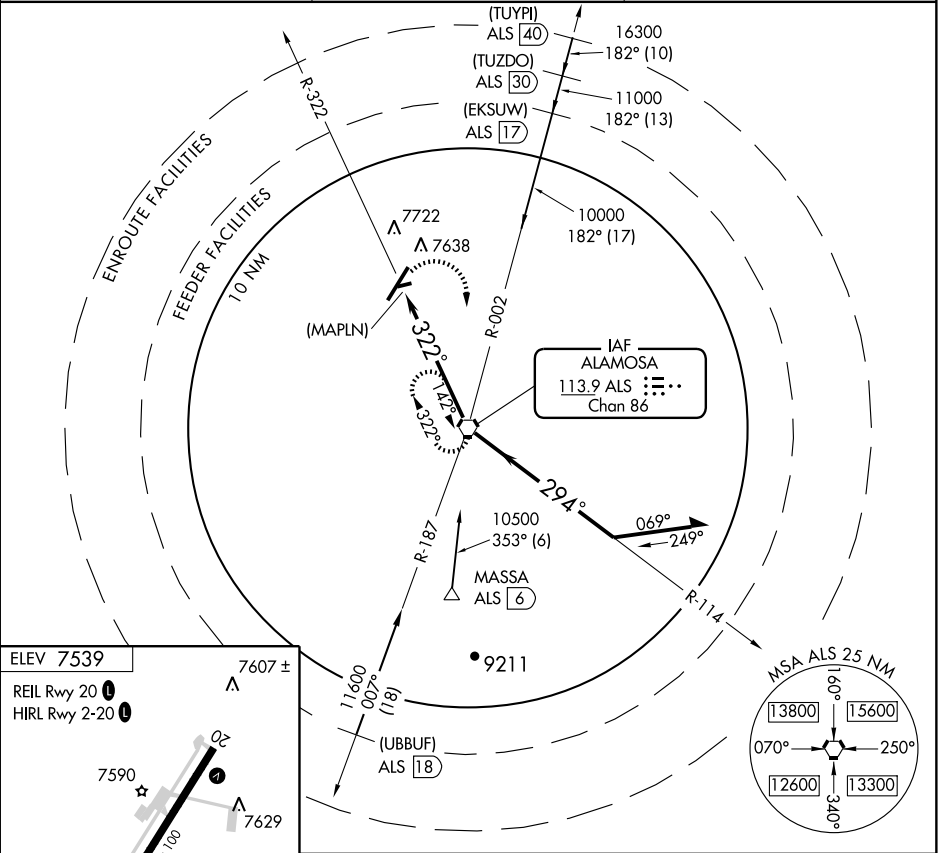
UNICOM  
122.8 (CTAF) **L**

VORTAC ALS 113.9 Chan 86	APP CRS 322°	Rwy Idg TDZE Apt Elev 7539	N/A N/A 7539
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VOR or GPS-A  
ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

MISSED APPROACH: Climbing right turn to 10000 direct ALS VORTAC and hold.	
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ASOS 135.175	DENVER CENTER 128.375 379.95	UNICOM 122.8 (CTAF)
-----------------	---------------------------------	------------------------



FAF to MAP 5.4 NM						CATEGORY		A		B		C		D	
Knots	60	90	120	150	180	CIRCLING		8020-1		485 (500-1)		8020-1½		8100-2	
Min:Sec	5:24	3:36	2:42	2:10	1:48							485 (500-1½)		565 (600-2)	

## AIRPORT DIAGRAM

AL-5889 (FAA)

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

ASPEN, COLORADO

ATIS

120.4

ASPEN TOWER ★

118.85 288.3

GND CON

121.9

CLNC DEL

123.75

D

ELEV  
7680

149.0°

2.0% UP

"SHADE"  
HANGARS

A1

A

A2

TWR  
7795

HANGARS

FBO

FIRE STATION/  
SRE

7006 X 100

AA

★  
TERMINAL

A5

A6

A7

A8

33

FIELD  
ELEV  
7820

329.0°

39° 14.0'N

39° 13.5'N

39° 13.0'N

JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1°W

VAR 106°E



SW-1, 22 OCT 2009 to 19 NOV 2009

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.RWY 15-33  
S80, D100, DT160

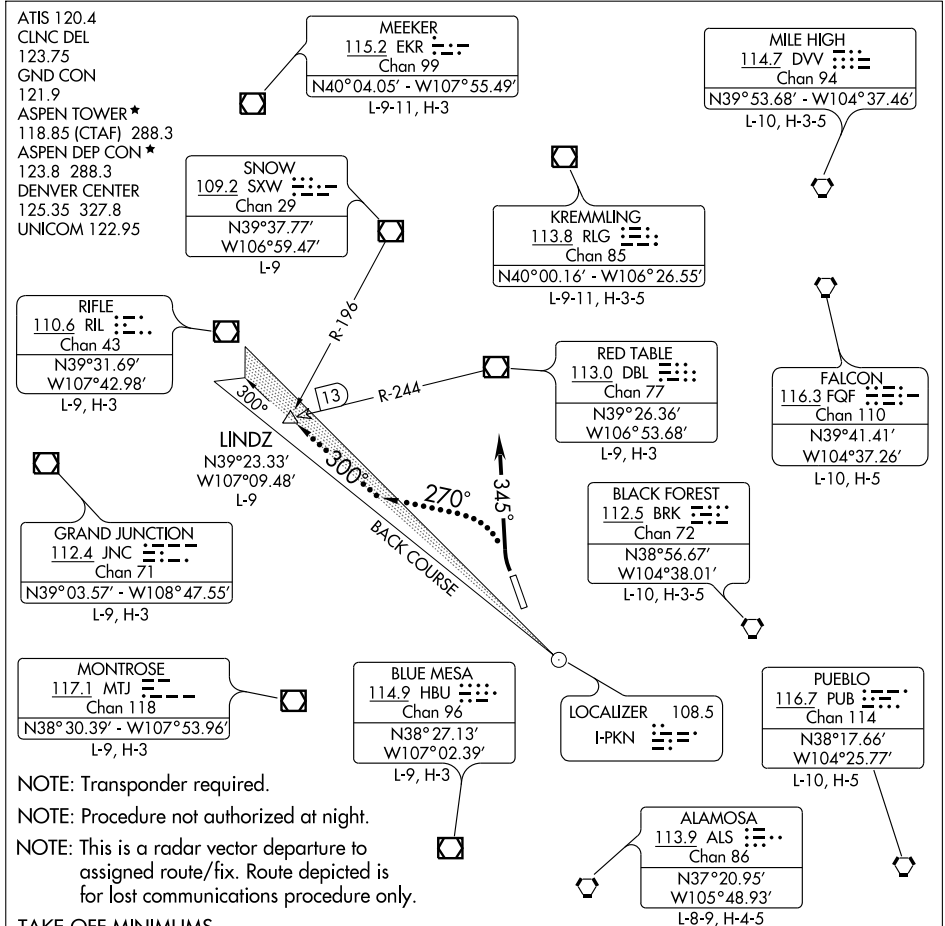
106° 52.5'W

106° 52.0'W



# ASPEN THREE DEPARTURE

SL-5889 (FAA)

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)  
ASPEN, COLORADO


## TAKE-OFF MINIMUMS

RWY 33: 400-1 with minimum obstacle climb of 650' per NM to 13000,

ATC climb of 840' per NM to 16000.

RWY 15: NA - terrain.

NOTE: Chart not to scale.

## TAKE-OFF OBSTACLE NOTES

RWY 33: Multiple trees beginning 35' from DER, 386' right of centerline, up to 100' AGL/7722' MSL.

Terrain, trees and bushes beginning 4' from DER, 400' left of centerline, 100' AGL/7821' MSL.

Multiple trees and bushes beginning 3484' from DER, 752' left of centerline, up to 100' AGL/8179' MSL.



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 33:** Climbing right turn heading 345°, maintain 16000 or assigned altitude for radar vectors to assigned route/fix. Expect clearance to filed altitude 10 minutes after departure.

**LOST COMMUNICATIONS:** If no transmissions are received for one minute after departure, turn left heading 270° to intercept and proceed via the I-PKN NW course (outbound) to LINDZ INT/DBL R-244/13 DME, thence via assigned fix/route.

# LINDZ FIVE DEPARTURE

SL-5889 (FAA)

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)  
ASPEN, COLORADO

**TAKE-OFF MINIMUMS**  
RWY 33: 400-1 with minimum climb of 460' per NM to 14000.  
RWY 15: NA - terrain.

ATIS 120.4  
CLNC DEL 123.75  
GND CON  
121.9  
ASPEN TOWER ★  
118.85 (CTAF) 288.3  
ASPEN DEP CON ★  
123.8 288.3  
DENVER CENTER  
125.35 327.8  
UNICOM 122.95

**MEEKER**  
115.2 EKR  
Chan 99  
N40°04.05' - W107°55.49'  
L-9-11, H-3

**KREMLING**  
113.8 RG  
Chan 85  
N40°00.16' - W106°26.55'  
L-9-11, H-3-5

**JESIE**  
N40°01.41'  
W106°52.53'  
14500  
080°  
(20)  
R-260

**SNOW**  
109.2 SXW  
Chan 29  
N39°37.77'  
W106°59.47'

**RED TABLE**  
113.0 DBL  
Chan 77  
N39°26.36'  
W106°53.68'  
L-9, H-3

**RIFLE**  
110.6 RIL  
Chan 43  
N39°31.69'  
W107°42.98'  
L-9, H-3

**GRAND JUNCTION**  
112.4 JNC  
Chan 71  
N39°03.57' W108°47.55'  
L-9, H-3

**SLOIM**  
N39°17.81'  
W107°37.67'

**PACES**  
N39°09.95'  
W108°16.73'

**LOCALIZER** 108.5  
I-PKN

NOTE: I-PKN Back Course outbound is normal sensing.

## TAKE-OFF OBSTACLE NOTES

RWY 33: Multiple trees beginning 35' from DER, 386' right of centerline, up to 100' AGL/7722' MSL.  
Multiple trees, bushes and terrain beginning 4' from DER, 400' left of centerline, 100' AGL/7821' MSL.  
Multiple trees and bushes beginning 3484' from DER, 752' left of centerline, up to 100' AGL/8179' MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1 22 OCT 2009 to 19 NOV 2009

## LINDZ FIVE DEPARTURE

SL-5889 (FAA)

ASPEN, COLORADO



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climb heading 340° to 9100, then a climbing left turn to 16000 heading 270° to intercept I-PKN NW course outbound to LINDZ INT/DBL 13 DME. Then via assigned transition. Maintain 16000, expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for one minute after departure, turn left heading 270° to intercept and proceed via the I-PKN NW course (outbound) to LINDZ INT/DBL 13 DME, then via assigned route/transition.

GRAND JUNCTION TRANSITION (LINDZ5.JNC): From over LINDZ INT via DBL R-244 and JNC R-060 to JNC VOR/DME.

KREMMLING TRANSITION (LINDZ5.RLG): From over LINDZ INT via SXW R-196 to SXW VOR/DME; then via SXW R-001 and RLG R-260 to RLG VOR/DME.

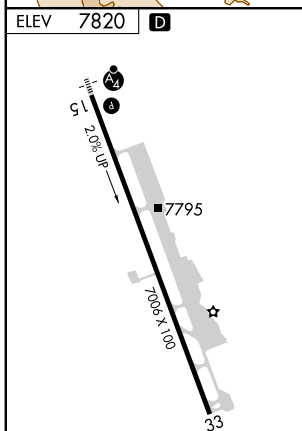
MEEKER TRANSITION (LINDZ5.EKR): From over LINDZ INT via DBL R-244 and RIL R-151 to RIL VOR/DME; then via RIL R-331 and EKR R-148 to EKR VOR/DME.

RED TABLE TRANSITION (LINDZ5.DBL): From over LINDZ INT via DBL R-244 to DBL VOR/DME.

RIFLE TRANSITION (LINDZ5.RIL): From over LINDZ INT via DBL R-244 and RIL R-151 to RIL VOR/DME.

LOC/DME-E  
ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

**MISSED APPROACH:** Climbing right turn to 14000 via heading 300° and I-PKN northwest course (300°) to LINDZ INT/DBL 12.6 DME and DBL VOR/DME R-244 to GLENO INT/DBL 22.7 DME and hold.

UNICOM  
122.95

REIL Rwy 33 **L**  
MIRL Rwy 15-33

<table><tr><td>JARGU INT I-ASE 13</td><td>KICER I-ASE 10.8</td><td>FMSO I-ASE 8.9</td><td>DOYPE I-ASE 7</td><td>CEYAG I-ASE 3.9</td><td>GLENO I-ASE 113.0</td></tr></table>						JARGU INT I-ASE 13	KICER I-ASE 10.8	FMSO I-ASE 8.9	DOYPE I-ASE 7	CEYAG I-ASE 3.9	GLENO I-ASE 113.0
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14000	12900	12300	1170								

## PITKN ONE DEPARTURE (RNAV)

ATIS 120.4  
 CLNC DEL 123.75  
 GND CON 121.9  
 ASPEN TOWER ★  
 118.85 (CTAF) 288.3  
 ASPEN DEP CON ★  
 123.8 288.3  
 DENVER CENTER  
 125.35 327.8  
 UNICOM 122.95

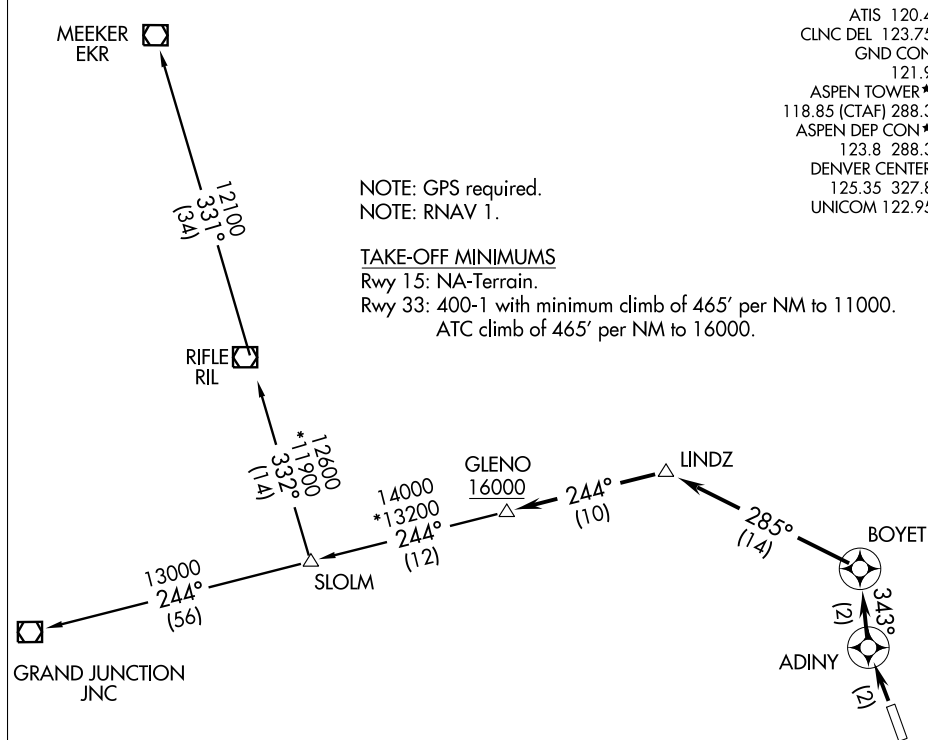
NOTE: GPS required.  
 NOTE: RNAV 1.

TAKE-OFF MINIMUMS

Rwy 15: NA-Terrain.

Rwy 33: 400-1 with minimum climb of 465' per NM to 11000.

ATC climb of 465' per NM to 16000.

TAKE-OFF OBSTACLE NOTES

Rwy 33: Multiple trees beginning 35' from DER, 386' right of centerline, up to 100' AGL/7722' MSL.  
 Multiple trees, bushes, and terrain beginning 4' from DER, 400' left of centerline, 100' AGL/7821' MSL.  
 Multiple trees and bushes beginning 3484' from DER, 752' left of centerline, up to 100' AGL/8179' MSL.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climb to 16000 direct ADINY, and via 343° track to BOYET, and via 285° track to LINDZ, and via 244° track to GLENO, thence. . . .

. . . .via transition or assigned route, expect clearance to filed altitude 10 minutes after departure.

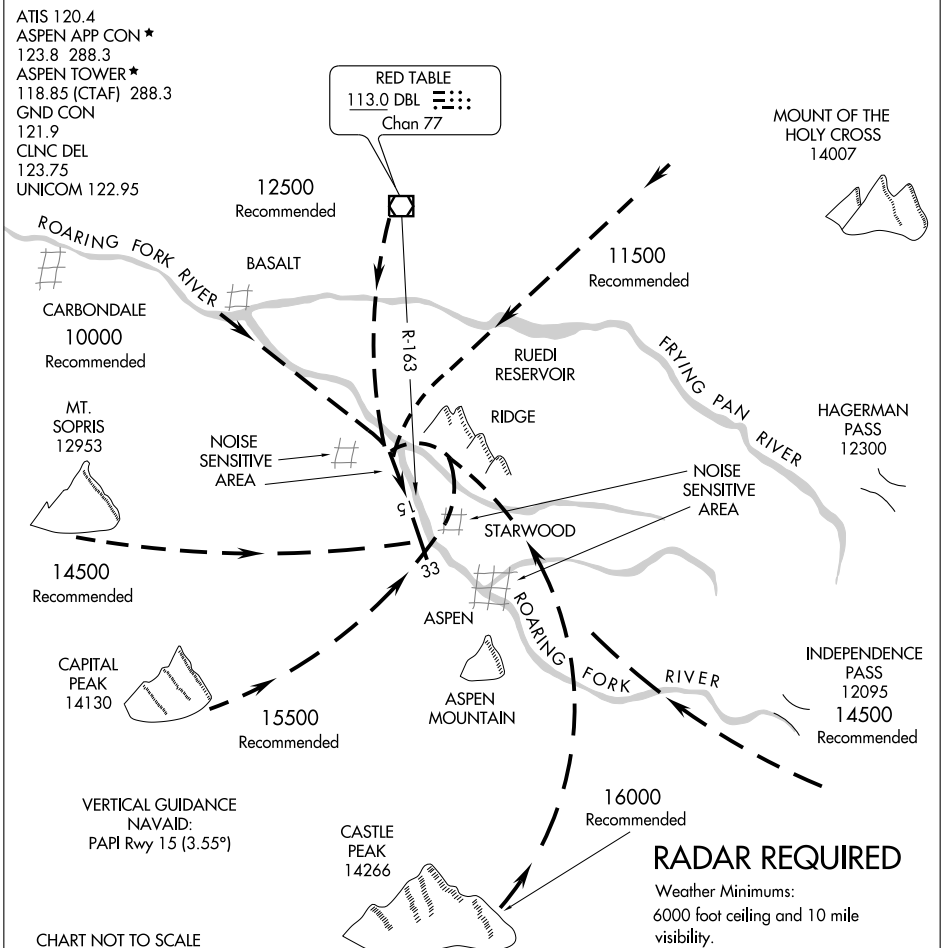
GRAND JUNCTION TRANSITION (PITKN1..JNC)

MEEKER TRANSITION (PITKN1..EKR)

RIFLE TRANSITION (PITKN1..RIL)

# ROARING FORK VISUAL RWY 15

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)  
ASPEN, COLORADO



## ROARING FORK VISUAL RWY 15

Procedure not authorized at night.

When visual approaches to Runway 15 are in progress, clearances will be given utilizing in part the following phraseology:

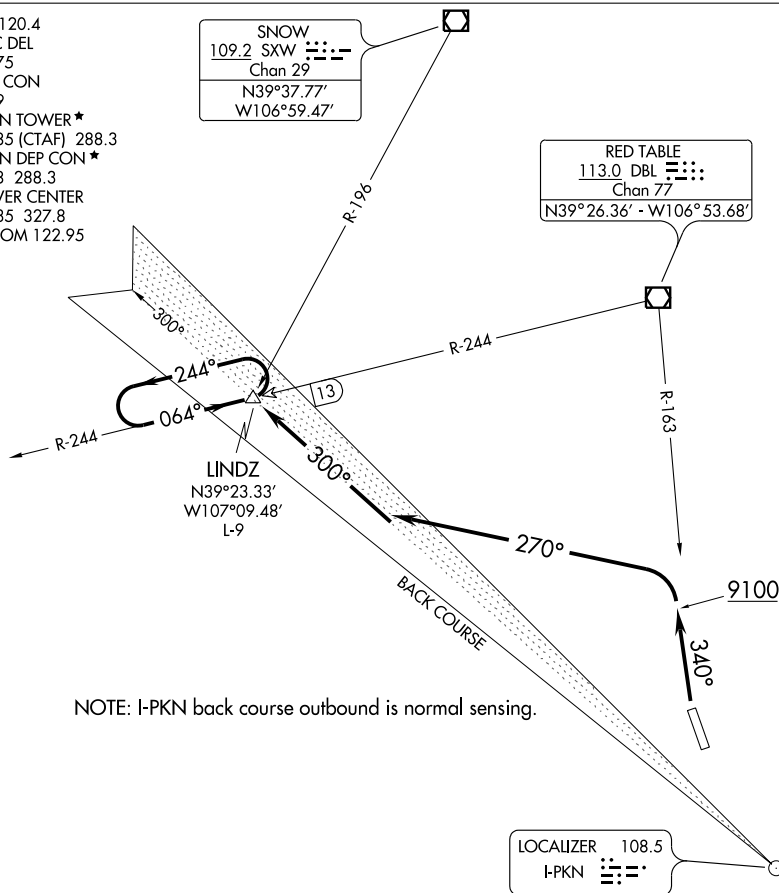
"(IDENT) cleared for a ROARING FORK VISUAL Approach to Runway 15."

SARDDT (LINDZ) 09127 SL-5889 (FAA) ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)  
**SARDD ONE DEPARTURE (OBSTACLE)** ASPEN, COLORADO

ATIS 120.4  
 CLNC DEL  
 123.75  
 GND CON  
 121.9  
 ASPEN TOWER ★  
 118.85 (CTAF) 288.3  
 ASPEN DEP CON ★  
 123.8 288.3  
 DENVER CENTER  
 125.35 327.8  
 UNICOM 122.95

SNOW  
 109.2 SXW  
 Chan 29  
 N39°37.77'  
 W106°59.47'

RED TABLE  
 113.0 DBL  
 Chan 77  
 N39°26.36' - W106°53.68'



NOTE: I-PKN back course outbound is normal sensing.

### TAKE-OFF MINIMUMS

RWY 33: 400-1 with minimum climb of 460' per NM to 14000 or 4300-3 for climb in visual conditions.  
 RWY 15: NA - terrain.

### TAKE-OFF OBSTACLE NOTES

RWY 33: Multiple trees beginning 35' from DER, 386' right of centerline, up to 100' AGL/7722' MSL.  
 Multiple trees, bushes and terrain beginning 4' from DER, 400' left of centerline, 100' AGL/7821' MSL.  
 Multiple trees and bushes beginning 3484' from DER, 752' left of centerline, up to 100' AGL/8179' MSL.

NOTE: Chart not to scale.



### DEPARTURE ROUTE DESCRIPTION

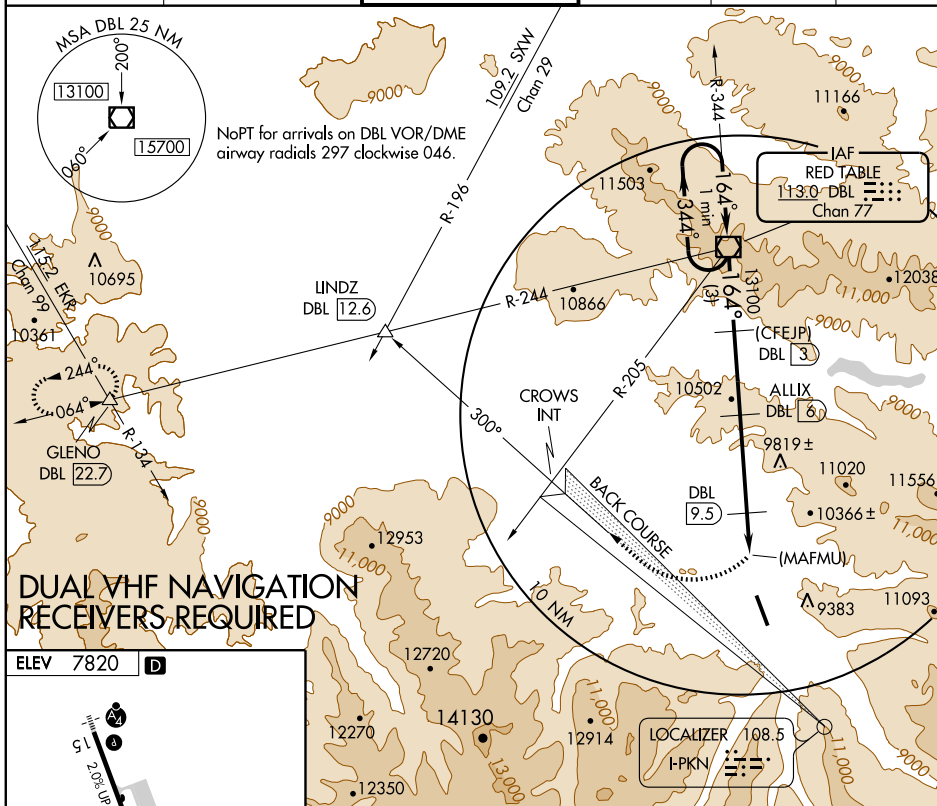
**TAKE-OFF RUNWAY 33:** Climb heading 340° to 9100, then a climbing left turn to 16000 heading 270°, to intercept I-PKN NW course outbound to LINDZ INT/DBL 13 DME. Climb in LINDZ holding pattern to cross LINDZ at or above 16000 before proceeding enroute, or for climb in visual conditions: cross Aspen Airport northbound at or above 11900 then via DBL R-163 to DBL VOR/DME.

AL-5889 (FAA)

VOR/DME or GPS-C  
ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

**MISSED APPROACH:** Climbing right turn to 14000 via heading 300° to intercept and proceed via I-PKN northwest course (300°) and DBL VOR/DME R-244 to GLENO Int/DBL 22.7 DME and hold.

ATIS <b>120.4</b>	ASPEN APP CON ★ <b>123.8 288.3</b>	ASPEN TOWER ★ <b>118.85 (CTAF) 0 288.3</b>	GND CON <b>121.9</b>	CLNC DEL <b>123.75</b>	UNICOM <b>122.95</b>
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REIL Rwy 33 ① MIRL Rwy 15-33			3 NM	3 NM	3.5 NM	1.5	1.4	
	CATEGORY	A	B		C		D	
	CIRCLING	10200-2	2380 (2400-2)		10200-3 2380 (2400-3)		NA	

SW-1. 22 OCT 2009 to 19 NOV 2009



ATIS ★ 119.675 259.3  
BUCKLEY TOWER ★  
121.0 291.675  
GND CON  
121.6 275.8

AIR  
GUARD  
HANGAR

300 x 250

BASE OPS

ELEV  
5565

F16 RAMP

1200 x 75

ARMY  
GUARD  
HANGAR

CONTROL  
TOWER  
5700

750 x 150  
E5  
142.0°

ELEV  
5589

0.7% UP

11,000 x 150  
N

FIRE STATION  
5695

ELEV  
5605

39°43'N

39°42'N

39°41'N

104°46'W

104°45'W

SEPTEMBER 2008  
ANNUAL RATE OF CHANGE  
0.1° W

Rwy 14-32  
PCN 40 R/B/W/T



BAK-12

450 x 300

FIELD  
ELEV  
5662

322.0°

E5

32

100 x 150

## DENVER, COLORADO



NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

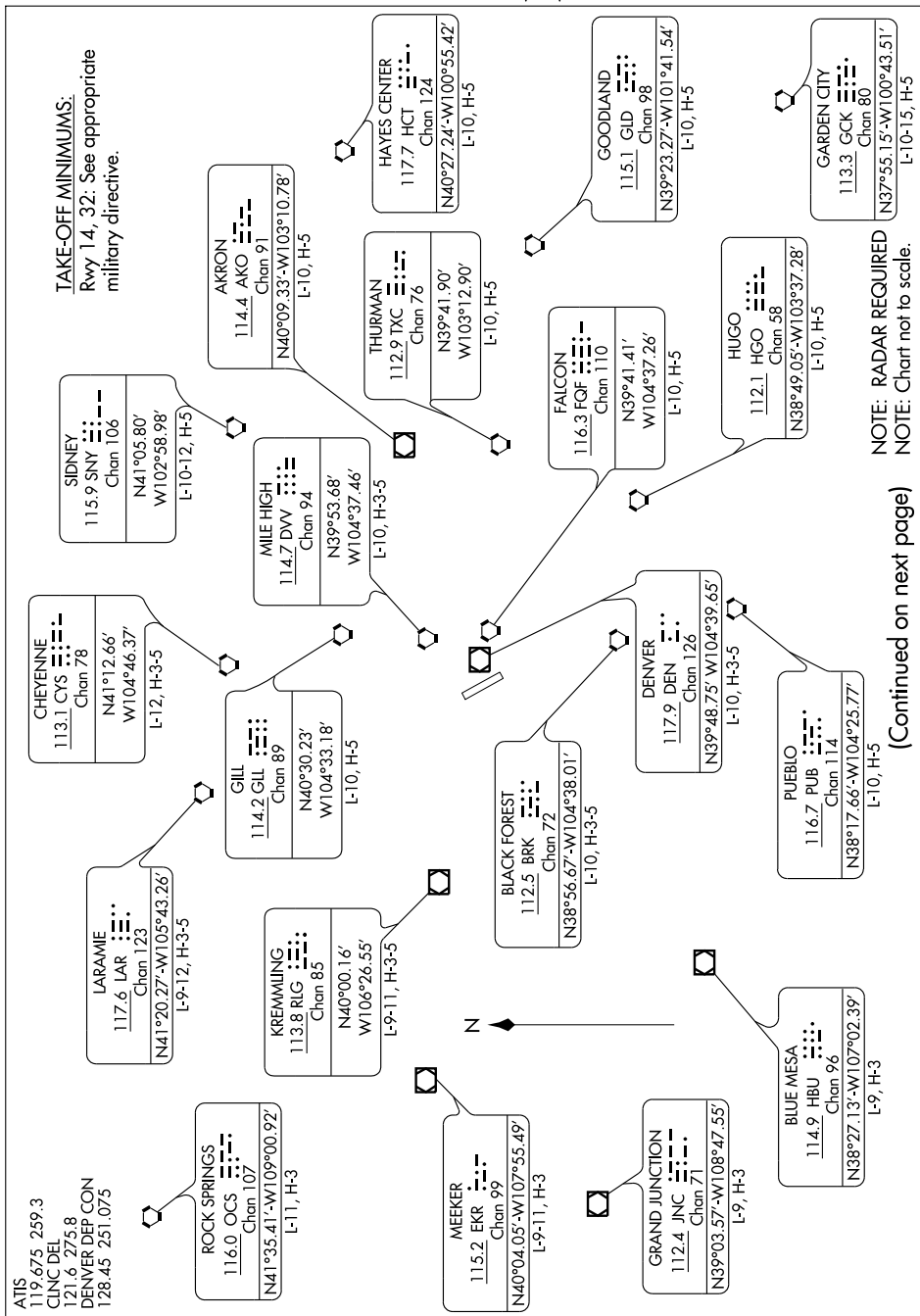
GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

## DENVER FIVE DEPARTURE

SL-538 (FAA)

AURORA/BUCKLEY AFB (BKF)  
AURORA, COLORADO



## DEPARTURE ROUTE DESCRIPTION

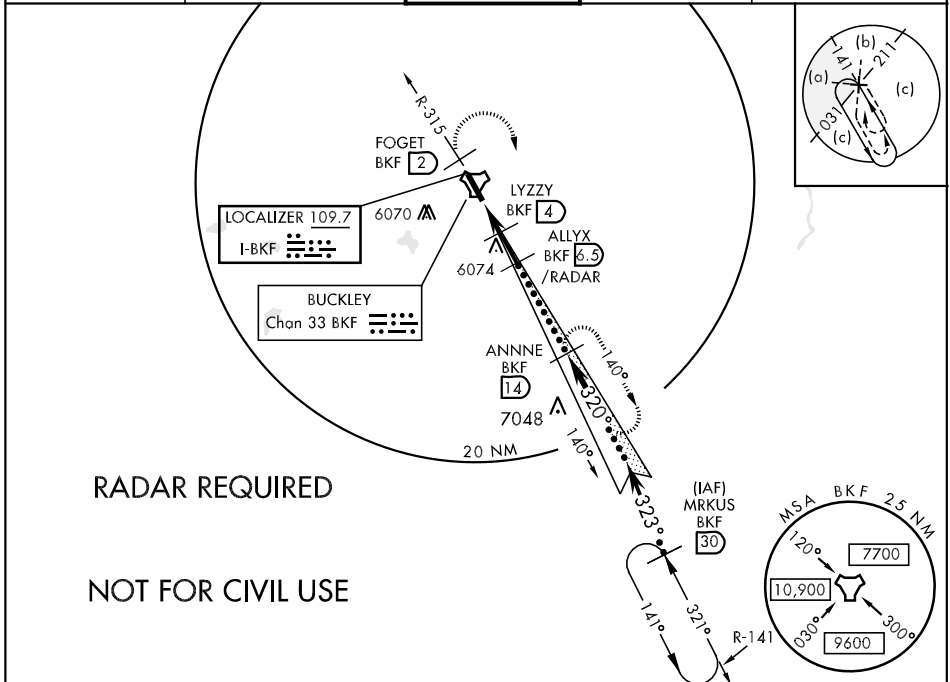
Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

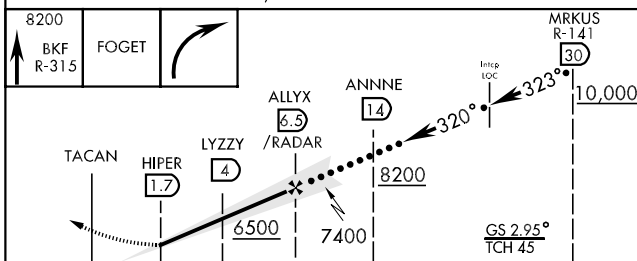
LOC I-BKF <b>109.7</b>	APCH CRS ILS <b>320°</b>	Rwy Idg <b>11,000</b> TDZE <b>5662</b> Arprt Elev <b>5662</b>	JAL-538 [USAF]	BUCKLEY AFB (BKF)
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<p>▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ miles.</p> <p>** When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2½ miles.</p>	<p>ALS-1</p> <p>(A1)</p>	<p>MISSED APPROACH: Climb to 8200 via BKF R-315 to FOGET (2 DME), then climbing right turn to ANNNE (BKF R-140/14 DME) and hold.</p>
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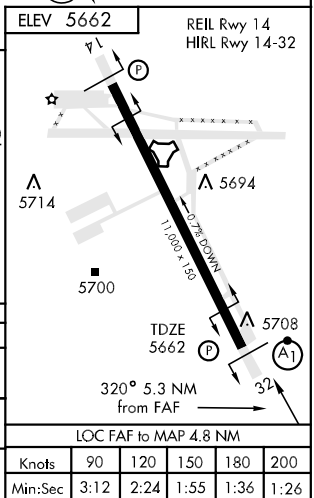
<p>ATIS ★</p> <p><b>119.675 259.3</b></p>	<p>DENVER APP CON</p> <p><b>128.45 251.075</b></p>	<p>BUCKLEY TOWER ★</p> <p><b>121.0 291.675</b></p>	<p>GND CON</p> <p><b>121.6 275.8</b></p>	<p>CLNC DEL</p> <p><b>121.6 275.8</b></p>
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EMERG SAFE ALT 100 NM 16,500



CATEGORY	C	D	E
S-ILS 32 *	5862/24	200	(200-½)
S-LOC 32 **	6280/60 618 (700-1¼)	6280-1½ 618 (700-1½)	6280-1¾ 618 (700-1¾)
CIRCLING	6280-1¾ 618 (700-1¾)	6300-2 638 (700-2)	6500-3 838 (900-3)



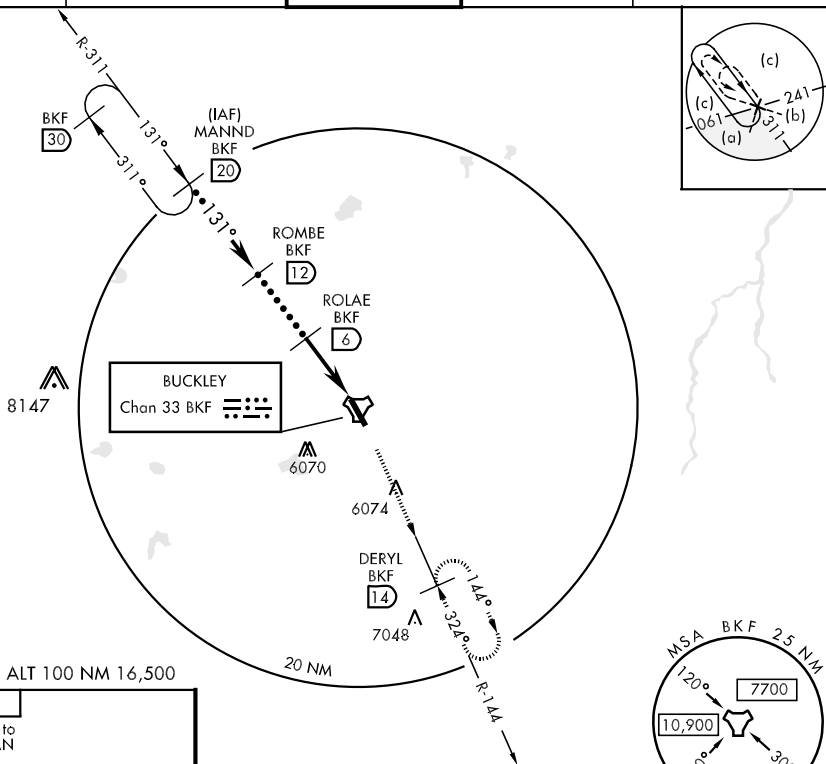
TACAN BKF Chan <b>33</b>	APCH CRS <b>131°</b>	Rwy Idg <b>11,000</b> TDZE <b>5589</b> Arpt Elev <b>5662</b>
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JAL-538 [USAF]

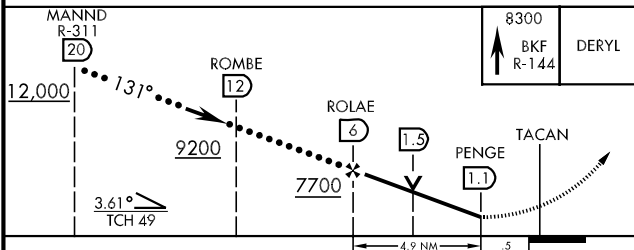
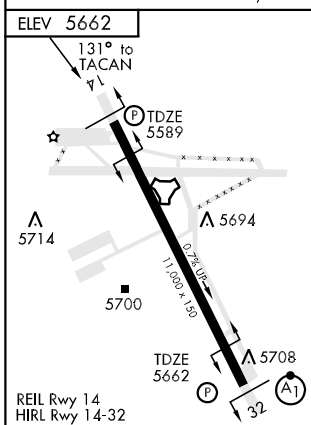
BUCKLEY AFB (BKF)

MISSED APPROACH: Climb to 8300 out R-144 to DERYL (BKF R-144/14 DME) and hold.

ATIS ★ <b>119.675 259.3</b>	DENVER APP CON <b>128.45 251.075</b>	BUCKLEY TOWER ★ <b>121.0 291.675</b>	GND CON <b>121.6 275.8</b>	CLNC DEL <b>121.6 275.8</b>
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EMERG SAFE ALT 100 NM 16,500



CATEGORY	C	D	E
S-14	5980-1 318 (400-1)	5980-1¼ 318 (400-1¼)	5980-1½ 318 (400-1½)
CIRCLING	6220-1½ 558 (600-1½)	6300-2 638 (700-2)	6500-3 838 (900-3)

TACAN BKF Chan <b>33</b>	APCH CRS <b>324°</b>	Rwy Idg <b>11,000</b> TDZE <b>5662</b> Arpt Elev <b>5662</b>
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JAL-538 [USAF]

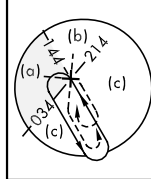
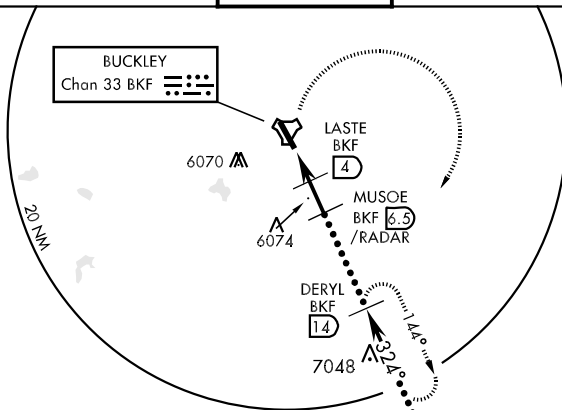
BUCKLEY AFB (KBKF)

▼ \* When ALS inop, increase CAT C vis to 1¾ miles,  
CAT D vis to 2 miles, CAT E vis to 2¼ miles.

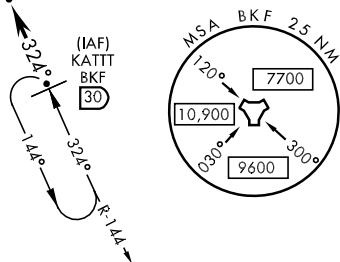


MISSED APPROACH: Climbing right turn to 8300  
to DERYL (BKF R-144/14 DME) and hold.

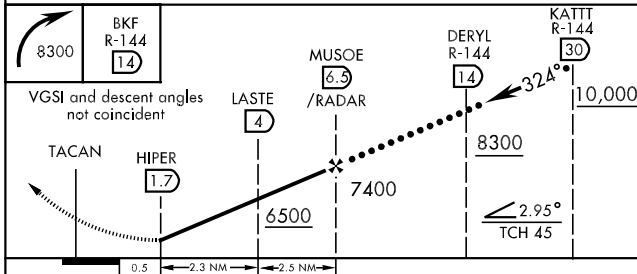
ATIS ★ <b>119.675 259.3</b>	DENVER APP CON <b>128.45 251.075</b>	BUCKLEY TOWER ★ <b>121.0 291.675</b>	GND CON <b>121.6 275.8</b>	CLNC DEL <b>121.6 275.8</b>
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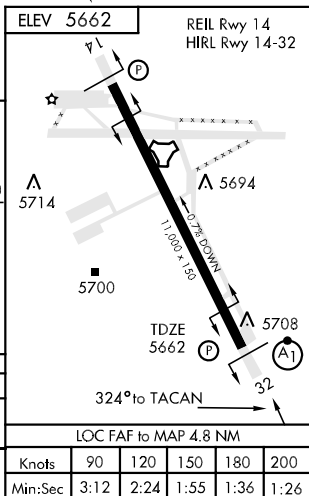
**RADAR REQUIRED  
NOT FOR CIVIL USE**



EMERG SAFE ALT 100 NM 16,500



CATEGORY	C	D	E
S-32 *	6280/60 618 (700-1¼)	6280-1½ 618 (700-1½)	6280-1¾ 618 (700-1¾)
CIRCLING	6280-1 ¾ 618 (700-1¾)	6300-2 638 (700-2)	6500-3 838 (900-3)





LOC I-BKF <b>109.7</b>	APCH CRS ILS <b>320°</b>	Rwy Idg <b>11,000</b> TDZE <b>5662</b> Arpt Elev <b>5662</b>
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AL-538 [USAF]

BUCKLEY AFB (BKF)

▼ \* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ miles.  
 \*\* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, and CAT E vis to 2¾ miles.

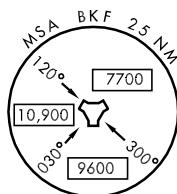
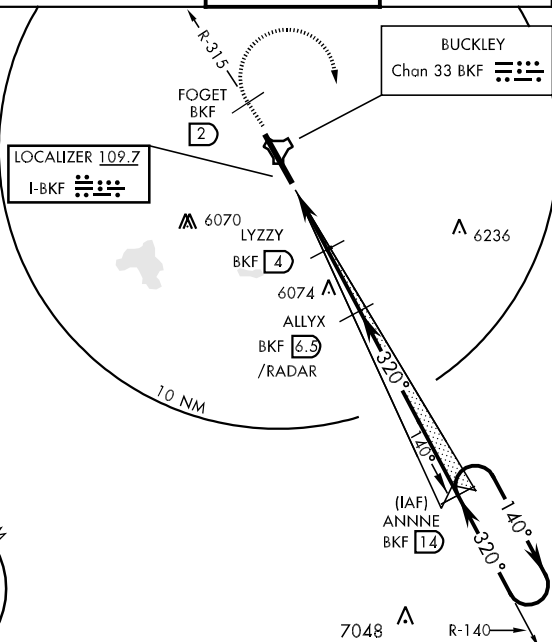


MISSED APPROACH: Climb to 8200 via BKF R-315 to FOGET (2 DME) then climbing right turn to BKF R-140/14 DME (ANNNE) and hold.

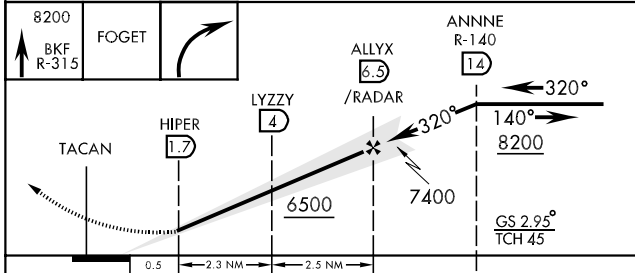
ATIS ★ <b>119.675 259.3</b>	DENVER APP CON <b>128.45 251.075</b>	BUCKLEY TOWER ★ <b>121.0 291.675</b>	GND CON <b>121.6 275.8</b>	CLNC DEL <b>121.6 275.8</b>
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NOT FOR CIVIL USE

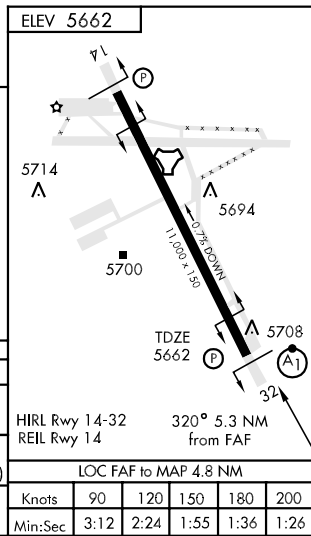
RADAR REQUIRED



EMERG SAFE ALT 100 NM 16,500



CATEGORY	A	B	C	D	E
S-ILS 32 *	5862/24 200 (200-½)				
S-LOC 32 **	6280/24 618 (700-½)	6280/60 618(700-1¼)	6280-1½ 618(700-1½)	6280-1¾ 618(700-1¾)	
CIRCLING	6280-1 618 (700-1)	6280-1¾ 618(700-1¾)	6300-2 638(700-2)	6500-3 838 (900-3)	





NOTE: Adjacent STAR is SAYGE ARRIVAL.

NOTE: Chart not to scale.

NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.



## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

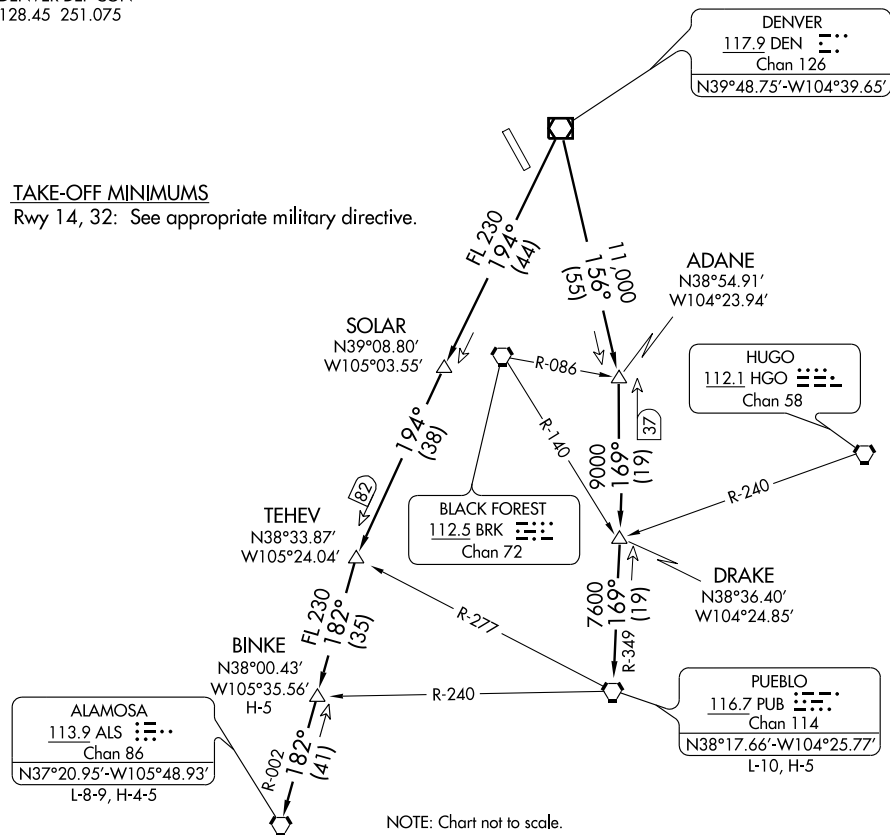
RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

ATIS  
119.675 259.3  
CLNC DEL  
121.6 275.8  
DENVER DEP CON  
128.45 251.075

## TAKE-OFF MINIMUMS

Rwy 14, 32: See appropriate military directive.



SW-1. 22 OCT 2009 to 19 NOV 2009

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

**LOST COMMUNICATIONS:** If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

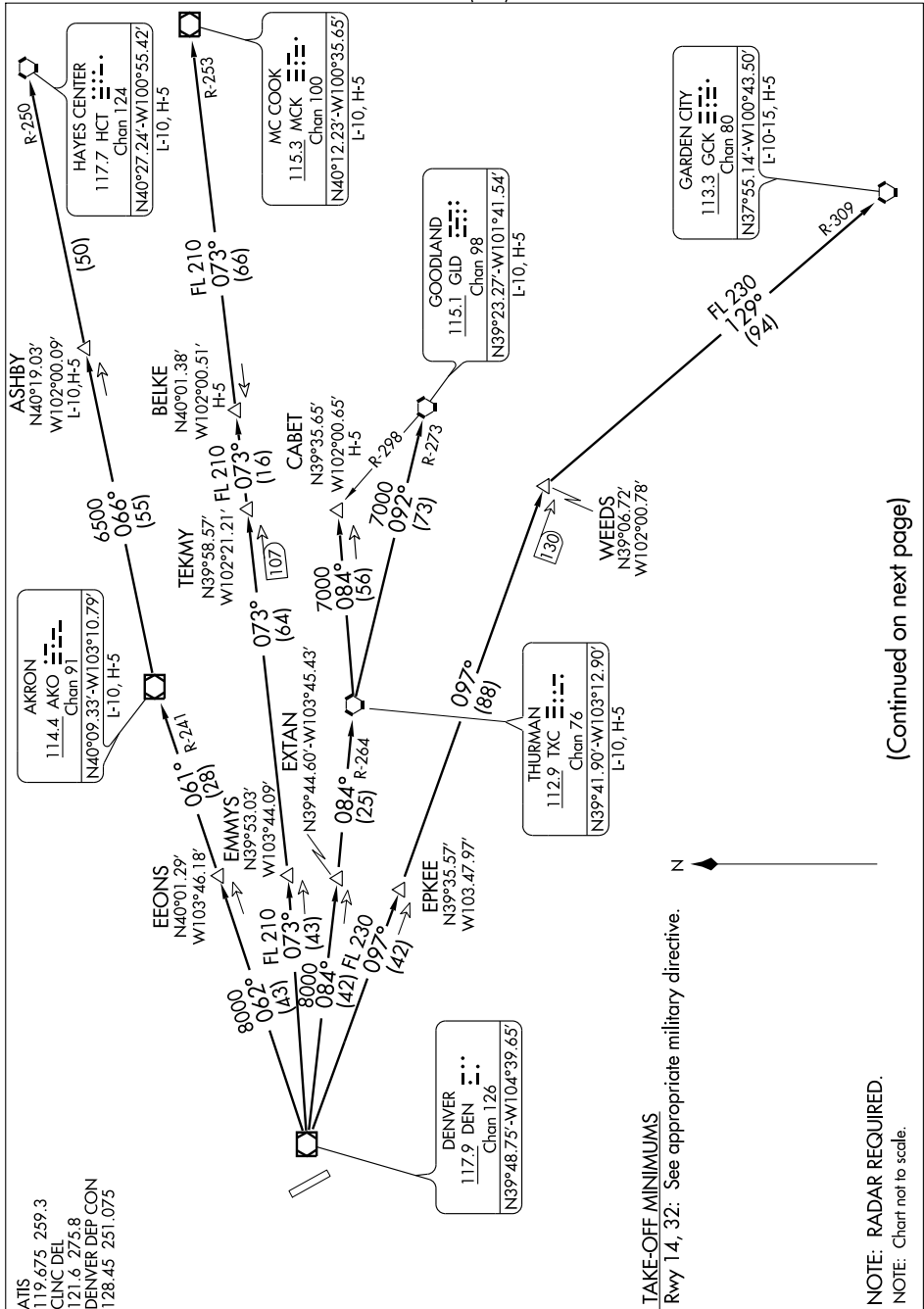
ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

## PLAINS FOUR DEPARTURE

SL-538 (FAA)

AURORA/BUCKLEY AFB (BKF)  
AURORA, COLORADO



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.





## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VORTAC via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

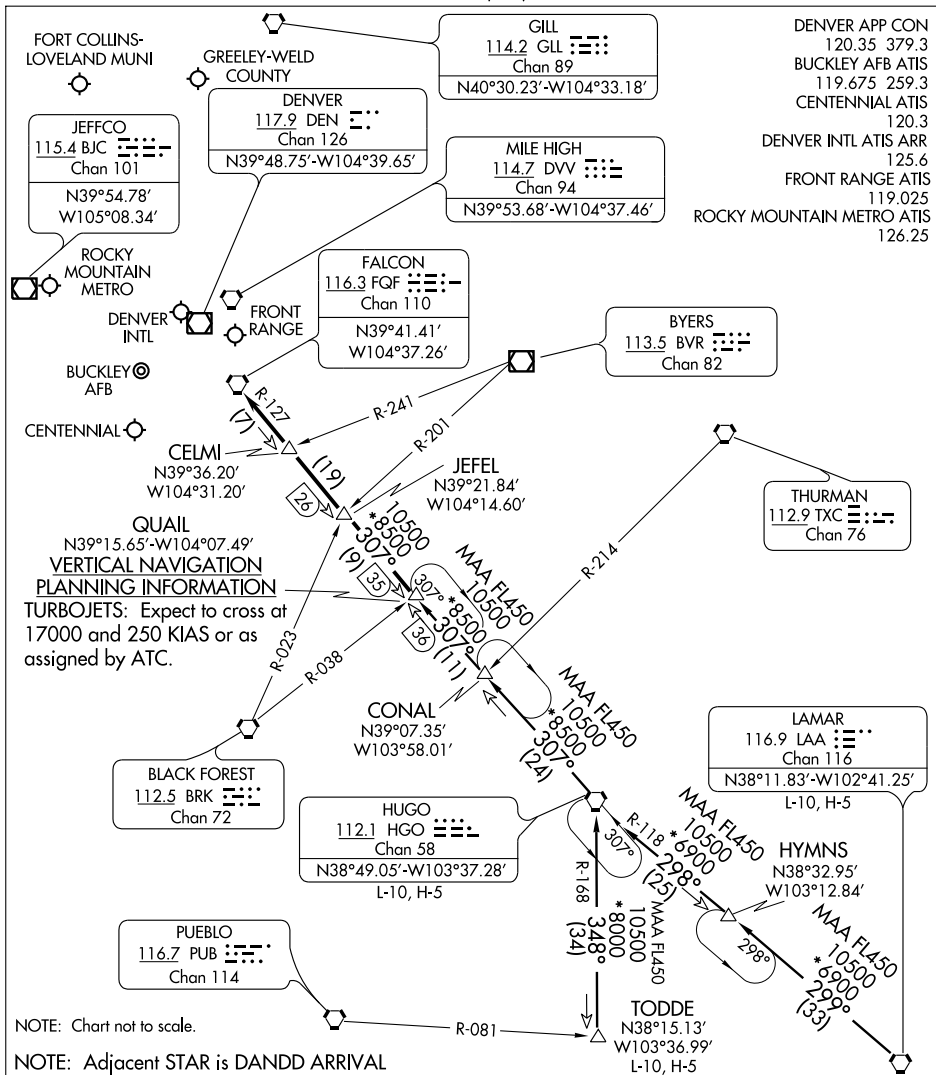
RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

## QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



**HUGO TRANSITION (HGO.QUAIL6):** From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

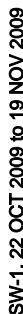
**LAMAR TRANSITION (LAA.QUAIL6):** From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to QUAIL INT. Thence....

**TODDE TRANSITION (TODDE.QUAIL6):** From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC.  
 Expect radar vectors to the final approach course at or before FQF VORTAC.

## ST-9077 (FAA)

DENVER, COLORADO



(NARRATIVE ON FOLLOWING PAGE)

NOTE: DME required for ROCK SPRINGS TRANSITION for Changeover Point.

NOTE: Adjacent STAR is TOMSN ARRIVAL.

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VORTAC via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.





## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

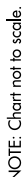
DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.





## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

TACAN BKF Chan <b>33</b>	APCH CRS <b>324°</b>	Rwy ldg <b>11,000</b> TDZE <b>5662</b> Arpt Elev <b>5662</b>
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AL-538 [USAF]

BUCKLEY AFB (KBKF)

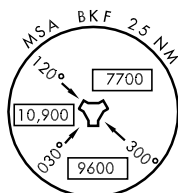
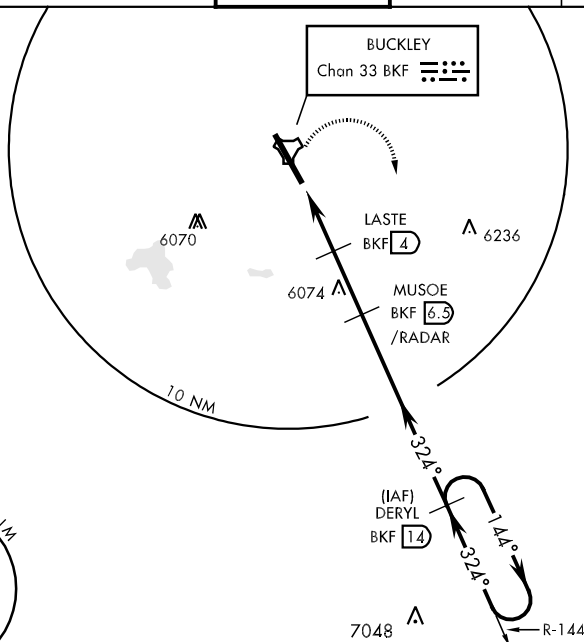
**▼** \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

ALSF-1

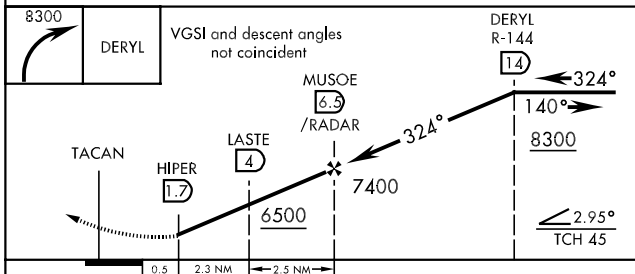


MISSED APPROACH: Climbing right turn to 8300 to DERYL (BKF R-144/14 DME) and hold.

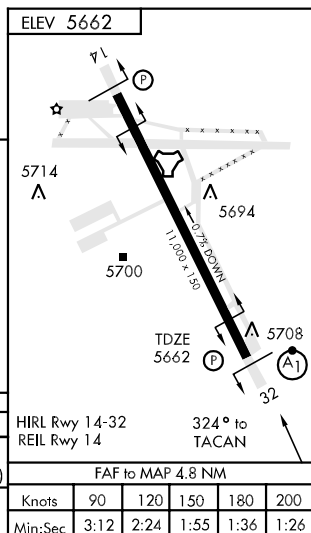
ATIS ★ <b>119.675 259.3</b>	DENVER APP CON <b>128.45 251.075</b>	BUCKLEY TOWER ★ <b>121.0 291.675</b>	GND CON <b>121.6 275.8</b>	CLNC DEL <b>121.6 275.8</b>
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NOT FOR  
CIVIL USERADAR  
REQUIRED

EMERG SAFE ALT 100 NM 16,500



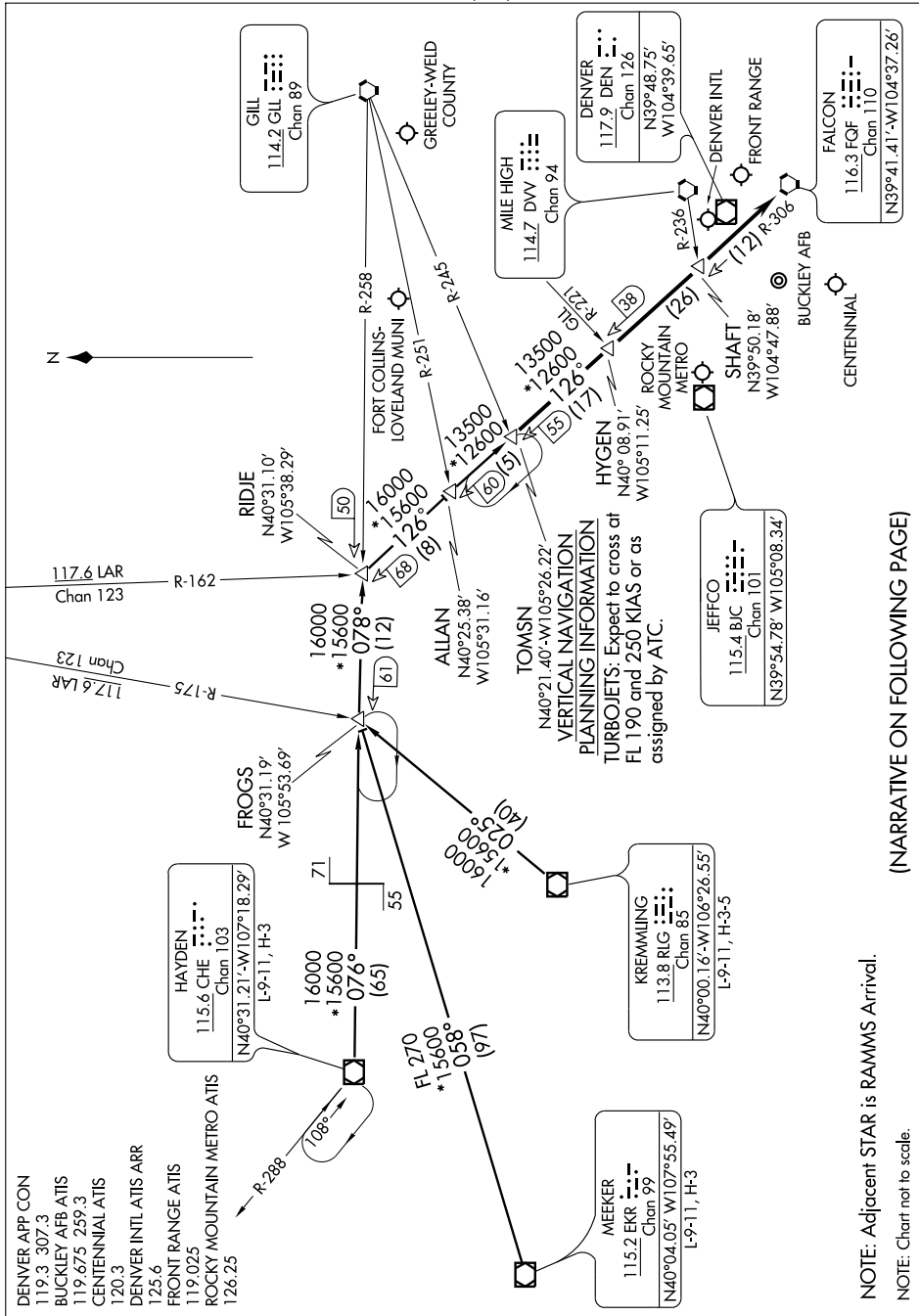
CATEGORY	A	B	C	D	E
S-32 *	6280/24 618 (700-½)	6280/60 618(700-1¼)	6280-1½ 618(700-1½)	6280-1¾ 618(700-1¾)	6280-1¾ 618(700-1¾)
CIRCLING	6280-1 618 (700-1)	6280-1¾ 618(700-1¾)	6300-2 638(700-2)	6500-3 838 (900-3)	6500-3 838 (900-3)



## TOMSN FOUR ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

SW-1, 22 OCT 2009 to 19 NOV 2009

## ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.



## YELLOWSTONE SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.  
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLOW6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLOW6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLOW6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

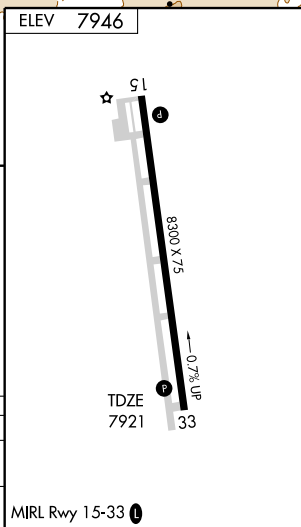
MEDICINE BOW TRANSITION (YELLOW6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLOW6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLOW6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLOW6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

**MISSED APPROACH:** Climb to 9850, then climbing right turn to 16000 direct TEZNE WP and hold.

UNICOM  
122.8 (CTAF) **L**

## PUEBLO ONE DEPARTURE (RNAV) (OBSTACLE)

BUENA VISTA, COLORADO

DENVER CENTER

119.85 363.15

UNICOM 122.8 (CTAF)

TAKE-OFF MINIMUMS

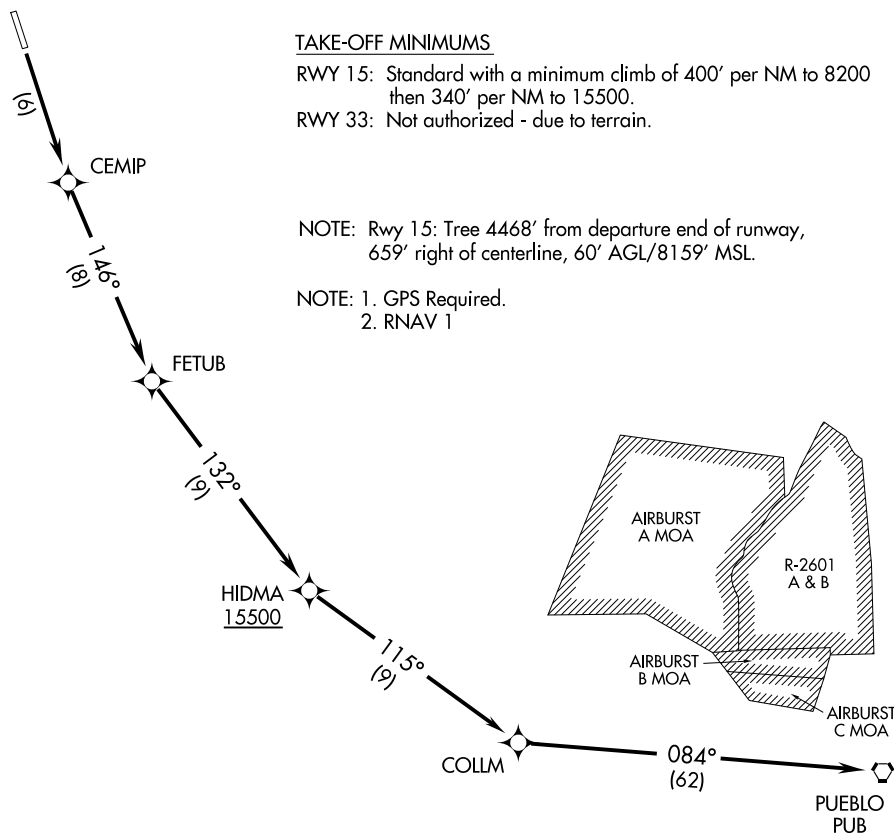
RWY 15: Standard with a minimum climb of 400' per NM to 8200 then 340' per NM to 15500.

RWY 33: Not authorized - due to terrain.

NOTE: Rwy 15: Tree 4468' from departure end of runway, 659' right of centerline, 60' AGL/8159' MSL.

NOTE: 1. GPS Required.

2. RNAV 1



SW-1, 22 OCT 2009 to 19 NOV 2009

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 15: Climb direct CEMIP WP, then via 146° track to FETUB WP then via 132° track to cross HIDMA WP at or above 15500', then via depicted route to PUB VORTAC.

TAKE-OFF RUNWAY 33: Not authorized.

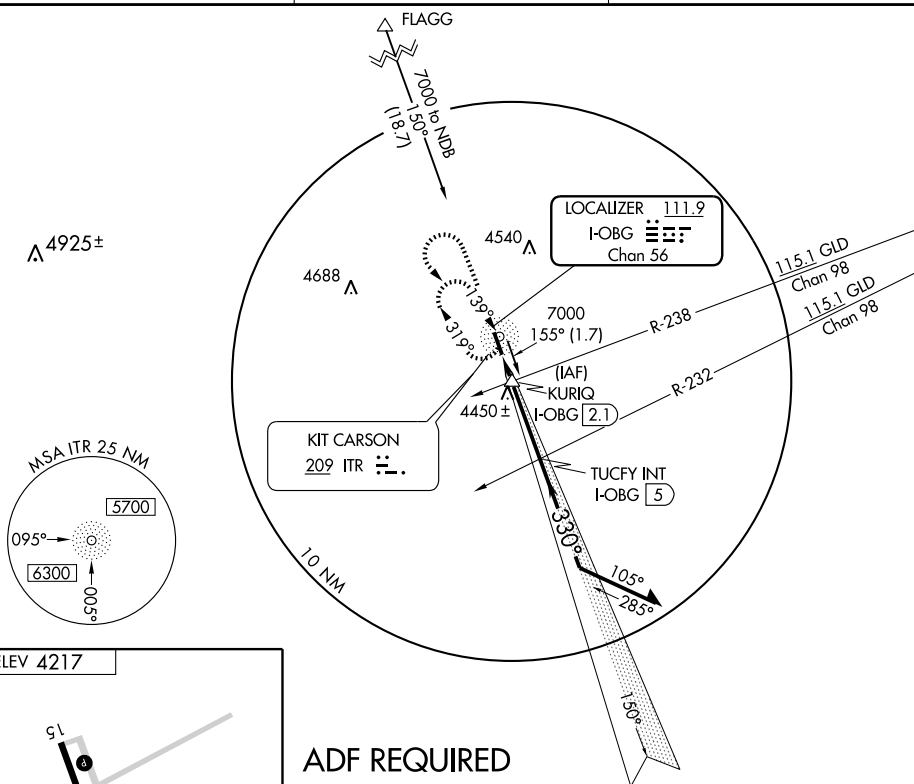


LOC/DME I-OBG <b>111.9</b> Chan <b>56</b>	APP CRS <b>330°</b>	Rwy Idg <b>5201</b> TDZE <b>4203</b> Apt Elev <b>4217</b>
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LOC RWY 33  
BURLINGTON/ KIT CARSON COUNTY (ITR)

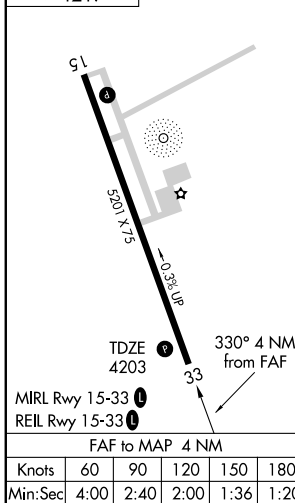
<b>A</b> NA	Use of I-OBG DME required for procedure entry from ITR NDB.
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**MISSED APPROACH:** Climb to 5000, then climbing left turn to 7000 direct ITR NDB and hold.

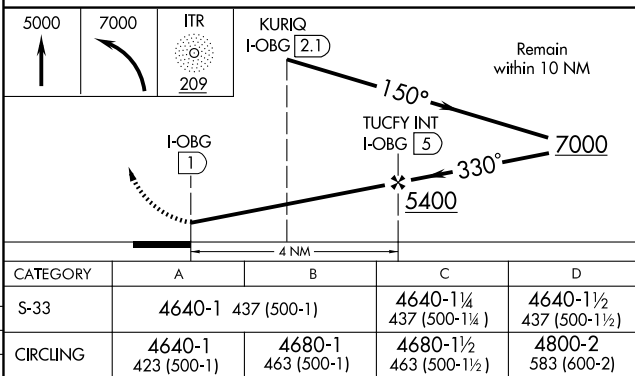
ASOS  
135.225DENVER CENTER  
132.5 379.15UNICOM  
122.8 (CTAF) **L**

SW-1. 22 OCT 2009 to 19 NOV 2009

ELEV 4217



## ADF REQUIRED



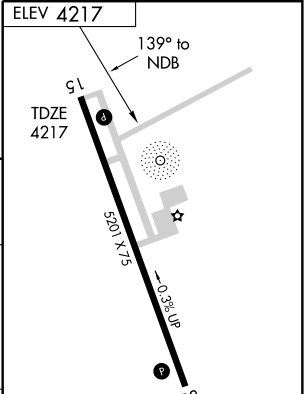
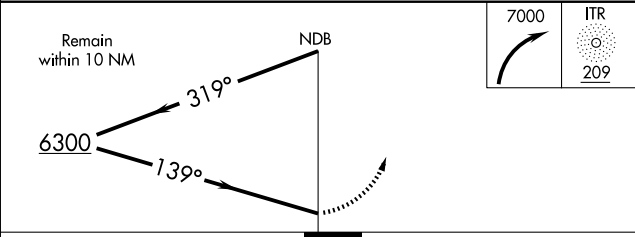
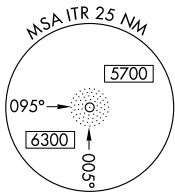
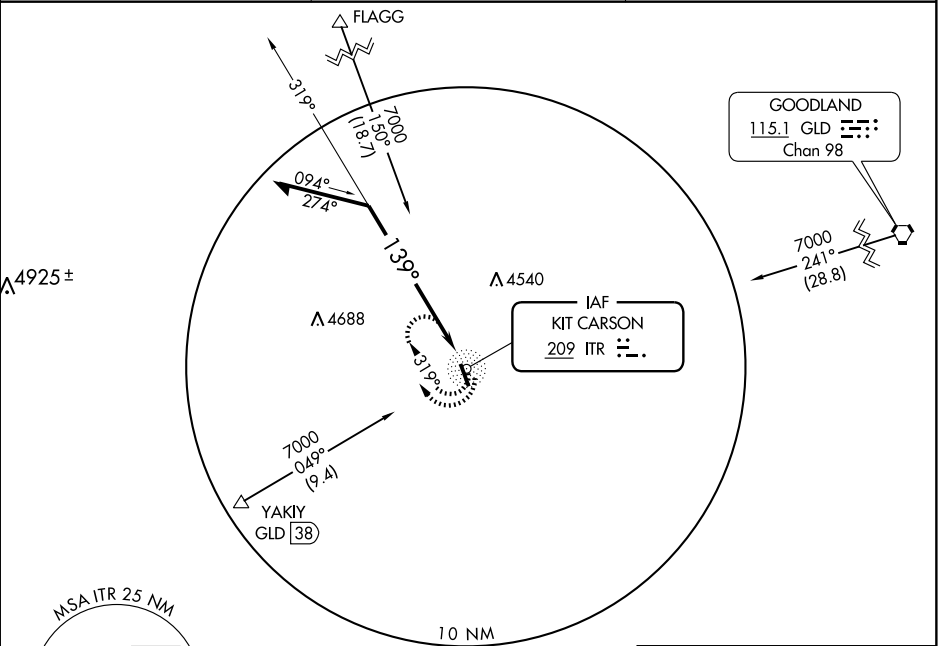
NDB RWY 15

BURLINGTON/ KIT CARSON COUNTY (ITR)

NDB ITR	APP CRS	Rwy Idg	5201
209	139°	TDZE	4217
		Apt Elev	4217

NA	MISSED APPROACH: Climbing right turn to 7000 in ITR NDB holding pattern.
----	--

ASOS 135.225	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D	Knots	60	90	120	150	180
S-15	4820-1	603 (700-1)	4820-1¾ 603 (700-1¾)	4820-2 603 (700-2)	Min:Sec					
CIRCLING	4820-1	603 (700-1)	4820-1¾ 603 (700-1¾)	4820-2 603 (700-2)						

WAAS CH <b>72999</b> <b>W15A</b>	APP CRS <b>150°</b>	Rwy Idg <b>5201</b> TDZE <b>4219</b> Apt Elev <b>4219</b>
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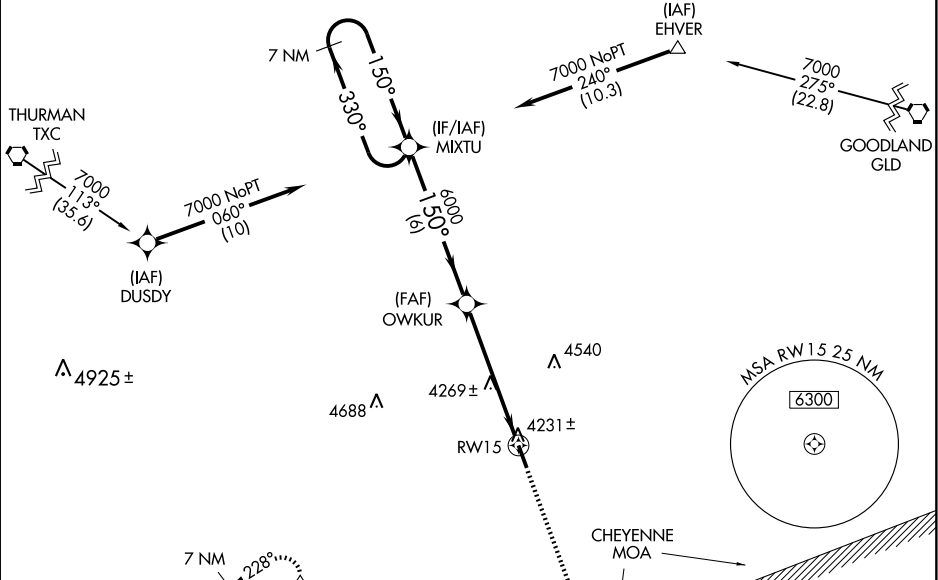
# RNAV (GPS) RWY 15

BURLINGTON/ KIT CARSON COUNTY (ITR)

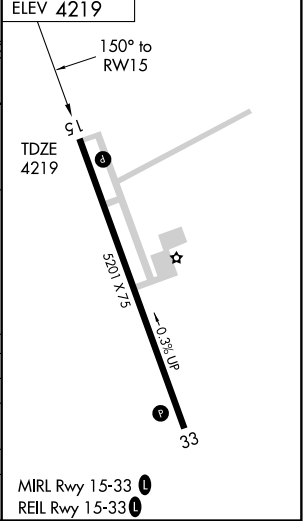
DME/DME RNP-0.3 NA. Baro-VNAV NA below -23°C (-9°F)	MISSED APPROACH: Climb to 7000 direct COXIM and right turn via 267° track to YAKIY, and hold, continue climb-in-hold to 7000.
--	---

ASOS <b>135.225</b>	DENVER CENTER <b>132.5 379.15</b>	UNICOM <b>122.8 (CTAF)</b>
------------------------	--------------------------------------	-------------------------------

Procedure NA for arrival at TXC VORTAC via V148 southwest bound;  
For arrival at GLD VORTAC via V108 northeast bound and V132 southeast bound.



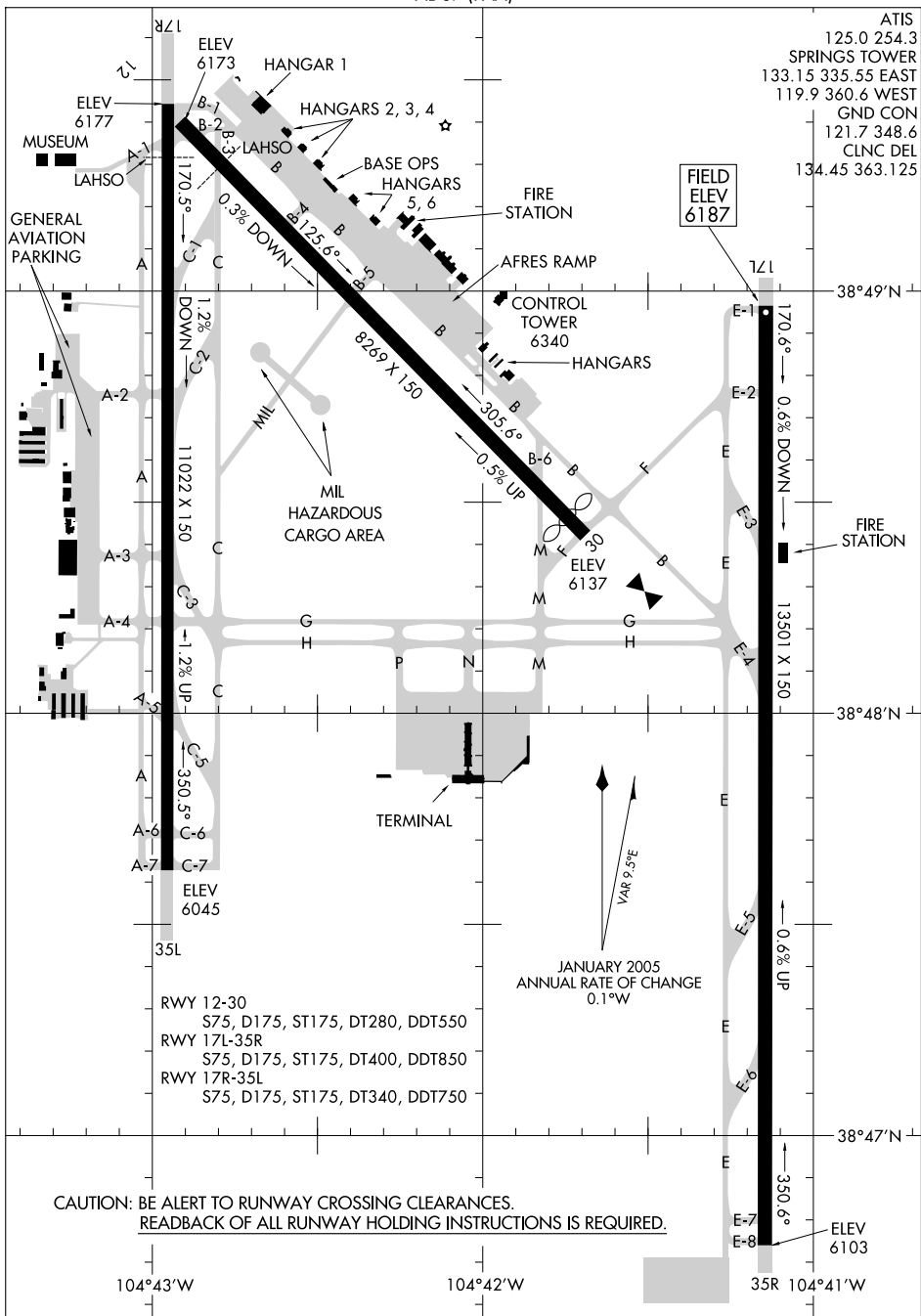
7 NM Holding Pattern	MIXTU	7000	COXIM	YAKIY
7000	330°	150°	150°	267°
GS 3.00°	TCH 31'	6000	* 0.9 NM to RW15	* LNAV only
6 NM	4.5 NM	0.9		
CATEGORY	A	B	C	D
LPV DA	4469-1 250 (300-1)			
LNAV/ VNAV DA	4481-1 262 (300-1)			
LNAV MDA	4520-1 301 (400-1)			
CIRCLING	4580-1 361 (400-1)	4680-1 461 (500-1)	4680-1½ 461 (500-1½)	4780-2 561 (600-2)





# AIRPORT DIAGRAM

COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)  
AL-87 (FAA) COLORADO SPRINGS, COLORADO

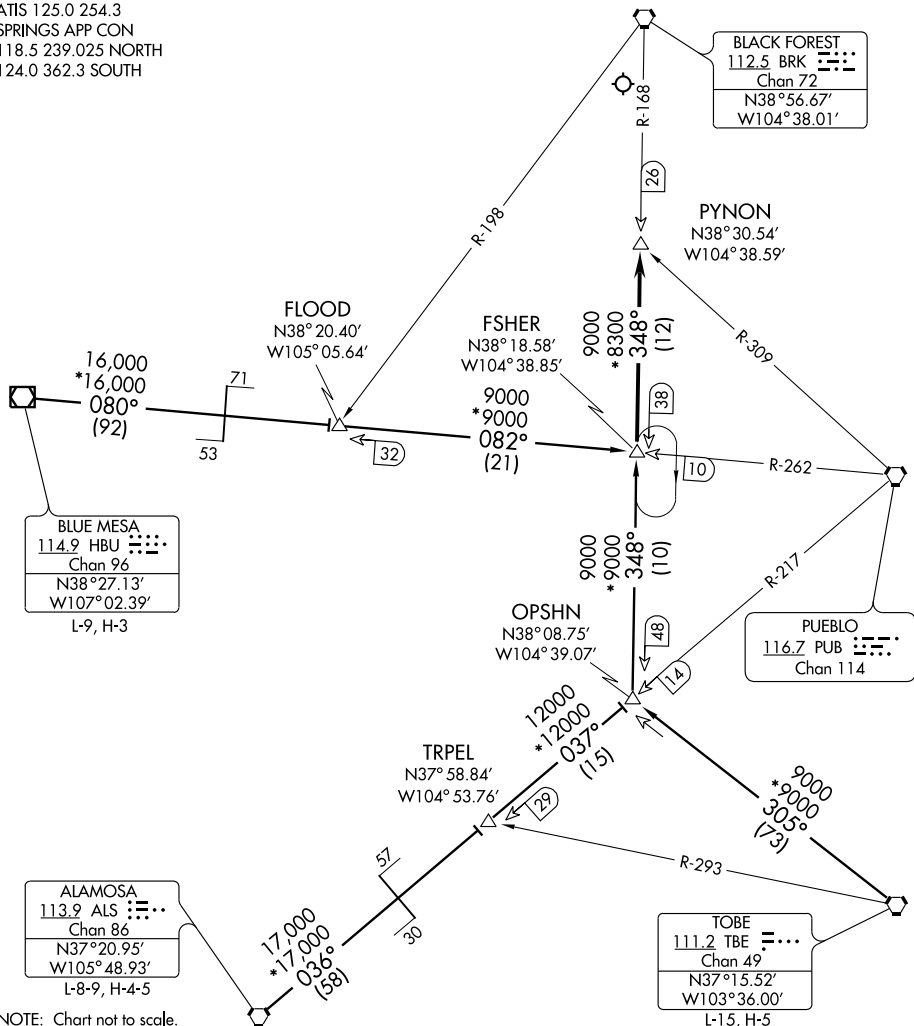


## DEBERRY ONE ARRIVAL

ST-87 (FAA)

CITY OF COLORADO SPRINGS MUNI  
COLORADO SPRINGS, COLORADO

ATIS 125.0 254.3  
SPRINGS APP CON  
118.5 239.025 NORTH  
124.0 362.3 SOUTH



**ALAMOSA TRANSITION (ALS.DBRY1):** From over ALS VORTAC via ALS R-036 and PUB R-217 to OPSHN INT, then via BRK R-168 to FSHER INT. Thence. . .

**BLUE MESA TRANSITION (HBU.DBRY1):** From over HBU VOR/DME via HBU R-080 and PUB R-262 to FSHER INT. Thence. . .

**TOBE TRANSITION (TBE.DBRY1):** From over TBE VORTAC via TBE R-305 and BRK R-168 to FSHER INT. Thence. . .

. . . From over FSHER INT via the BRK R-168 to PYNON INT. Expect radar vectors to the final approach course at or before PYNON INT.

**LOST COMMUNICATIONS:** Proceed to BRK VORTAC.

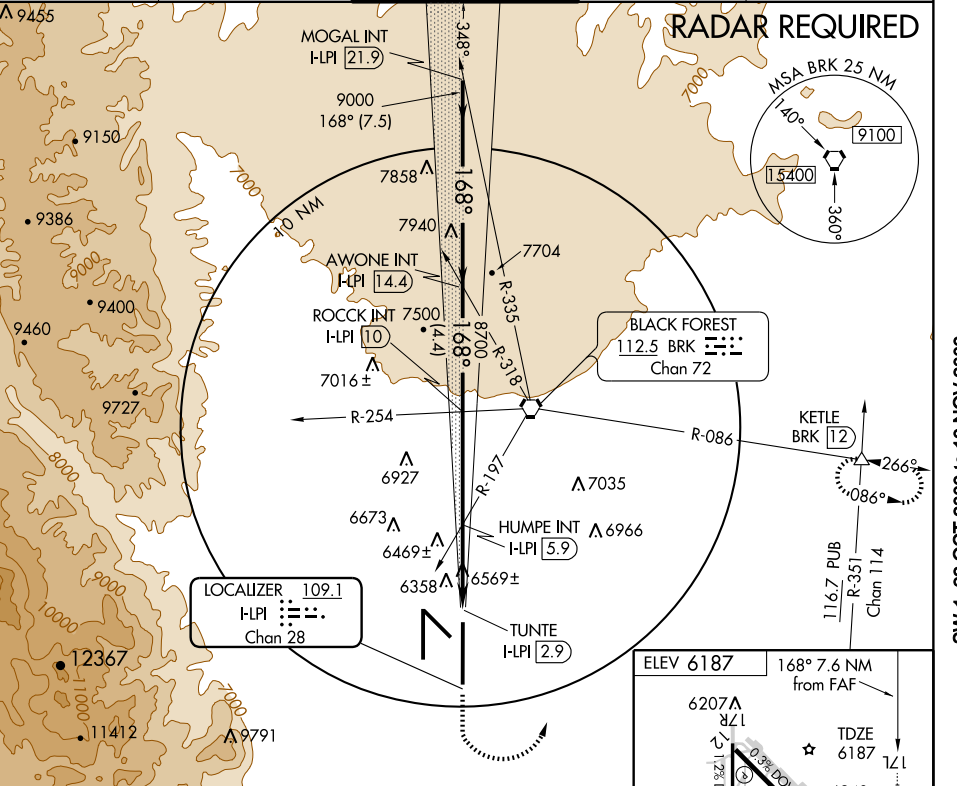
▼

▲

MALSR

MISSED APPROACH: Climb to 7200, then climbing left turn to 10000 via heading 030° and BRK VORTAC R-086 to KETLE Int and hold.

ATIS <b>125.0 254.3</b>	SPRINGS APP CON <b>118.5 239.025</b>	SPRINGS TOWER <b>133.15 335.55 (EAST)</b> <b>119.9 360.6 (WEST)</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>134.45 363.125</b>
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Use I-LPI DME when on LOC course.

MOGAL INT I-LPI 21.9

AWONE INT I-LPI 14.4

ROCCK INT I-LPI 10

HUMME INT I-LPI 5.9

TUNTE I-LPI 2.9

\* LOC only

7200

10000

BRK R-086 112.5

KETLE

10000

9000

8700

\* 7380

Procedure Turn NA

GS 3.00°

TCH 57

7.5 NM

4.4 NM

4.1 NM

3 NM

0.5

CATEGORY	A	B	C	D
S-ILS 17L	6387/18 200 (200-½)			
S-LOC 17L	6820/24 633 (700-½)	6820/60 633 (700-¼)	6820-1½ 633 (700-½)	
CIRCLING	6820-1 633 (700-1)	6820-1¾ 633 (700-¾)	6840-2 653 (700-2)	

MIRL Rwy 12-30

HIRL Rwys 17R-35L and 17L-35R

REIL Rwys 12, 17R, 30 and 35R

TDZ/CL Rwys 17L and 35R

FAF to MAP 7.1 NM

Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

SW-1. 22 OCT 2009 to 19 NOV 2009





LOC/DME I-AHI <b>109.1</b> Chan <b>28</b>	APP CRS <b>348°</b>	Rwy Idg <b>13501</b> TDZE <b>6118</b> Apt Elev <b>6187</b>
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COLORADO SPRINGS/ CITY OF COLORADO SPRINGS MUNI (COS)

## ILS or LOC RWY 35R

**T** If local altimeter setting not received, use Centennial  
**A** altimeter setting and increase all DAs/MDAs 160 feet.

**MISSED APPROACH:** Climb to 6600 then climbing right turn to 10000 via heading 047° and BRK VORTAC R-086 to ADANE INT/BRK 11.1 DME and hold, continue climb-in-hold to 10000.

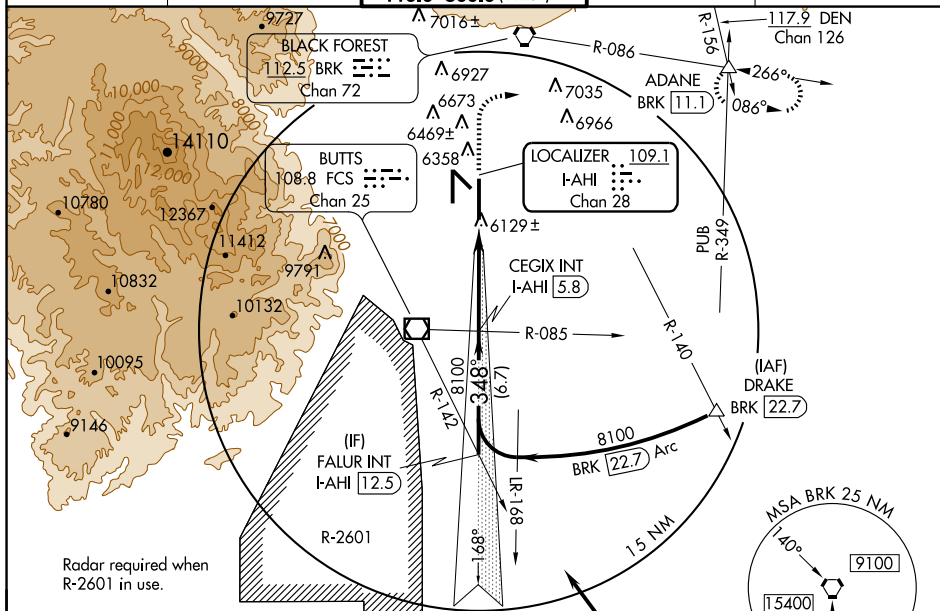
ATIS  
125.0 254.3

SPRINGS APP CON  
118.5 239.025

SPRINGS TOWER  
133.15 335.55 (EAST)  
119.9 360.6 (WEST)

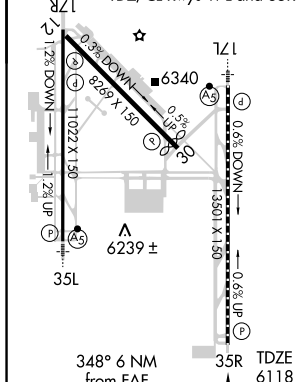
GND CON  
121.7 348.6

CLNC DEL  
**134.45 363.125**

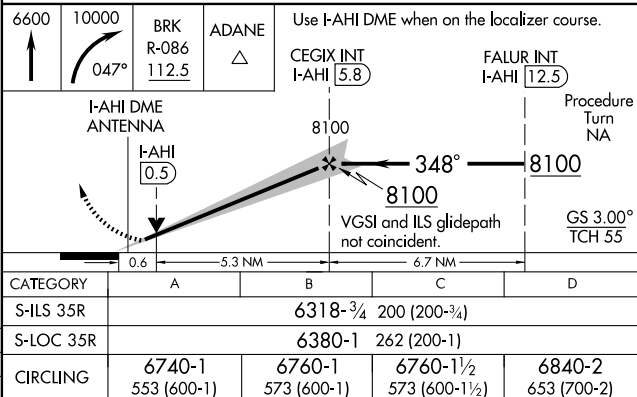


ELEV 6187	MIRL Rwy 12-30
	HIRL Rwy 17R-35L and 17L-35R
	REIL Rwy 12, 17R, 30 and 35R
6207A	TDZ/CL Rwy 17L and 35R

Procedure NA for arrivals on  
PUB VORTAC airway radials  
262 CW 333.



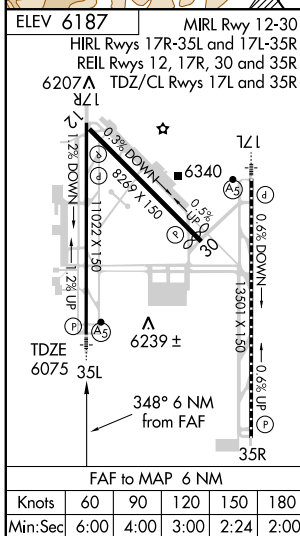
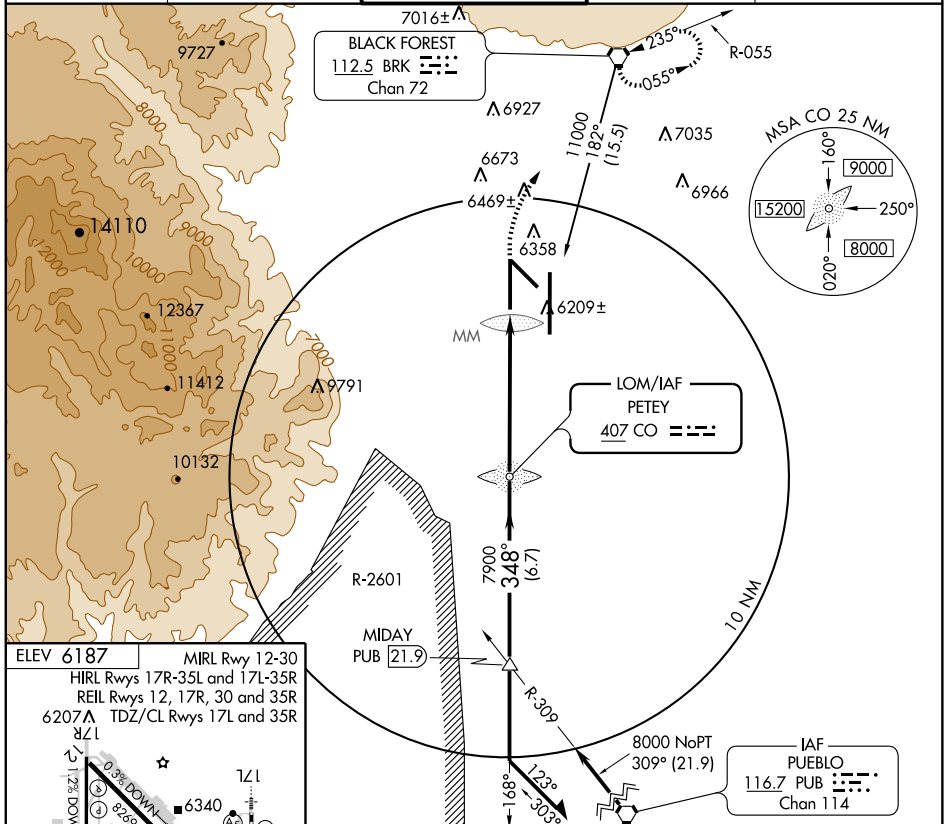
IAF  
PUEBLO  
116.7 PUB  
Chan 114




LOM CO <b>407</b>	APP CRS <b>348°</b>	Rwy Idg TDZE Apt Elev	<b>11022</b> <b>6075</b> <b>6187</b>
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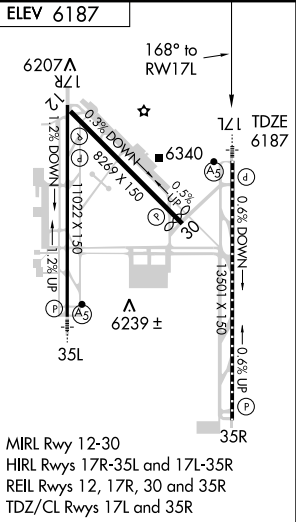
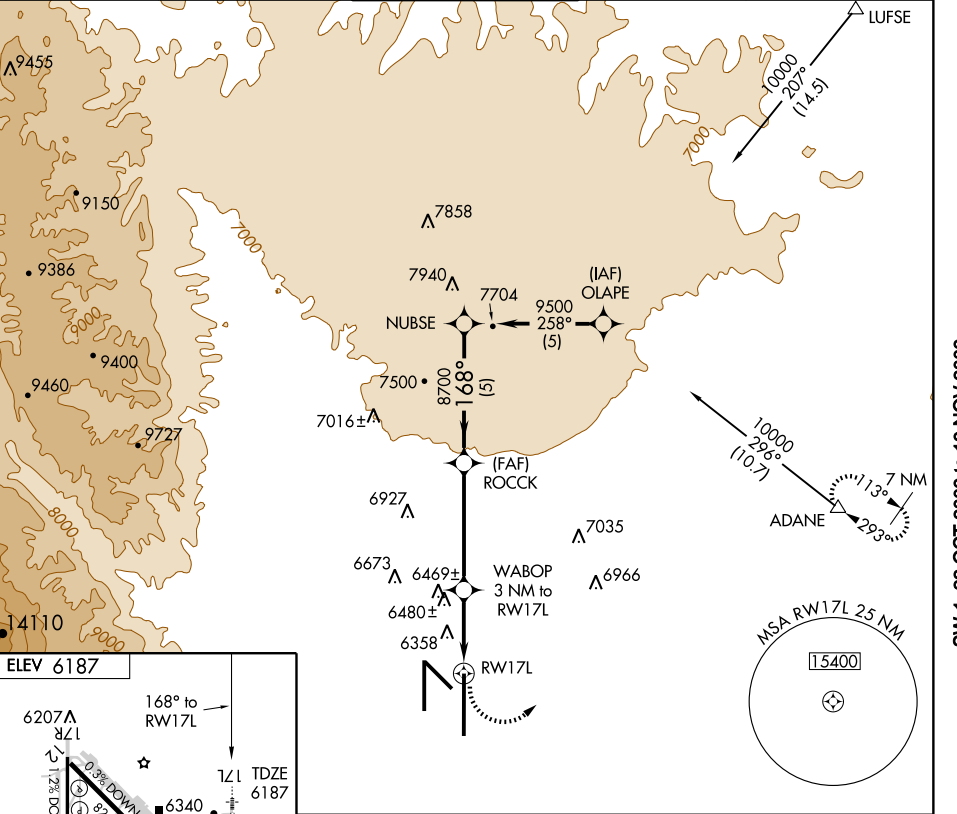
Radar monitoring required when R-2601 in use.	MALSR 	MISSED APPROACH: Climb to 8000, then climbing right turn to 9000 direct BRK VORTAC and hold.
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ATIS <b>125.0 254.3</b>	SPRINGS APP CON <b>118.5 239.025</b>	SPRINGS TOWER <b>133.15 335.55 (EAST)</b> <b>119.9 360.6 (WEST)</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>134.45 363.125</b>
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<div><div><div>8000 ↑</div><div>9000 ↗</div><div>BRK  112.5</div></div><div><div>LOM</div><div><div>168°</div><div>348°</div><div>8000</div></div><div><div>Remain within 15 NM</div></div></div><div><div><div>7900</div><div>6 NM</div></div></div></div>					
CATEGORY	A	B	C	D	E
S-35L	6520/40 445 (400-34)			6520/60 445 (400-14)	
CIRCLING	6740-1 553 (600-1)	6760-1 573 (600-1)	6760-1½ 573 (600-1½)	6840-2 653 (700-2)	7140-3 953 (1000-3)

DME/DME RNP-0.3 NA.		MALSR	MISSED APPROACH: Climbing left turn to 10000 direct ADANE and hold.	
ATIS 125.0 254.3	SPRINGS APP CON 118.5 239.025	SPRINGS TOWER 133.15 335.55 (EAST) 119.9 360.6 (WEST)	GND CON 121.7 348.6	CLNC DEL 134.45 363.125



NUBSE		ROCK		WABOP 3 NM to RW17L		1.6 NM to RW17L		RW17L	
9500		8700		7240		3.15° TCH 54			
Procedure Turn NA		5 NM		4.6 NM		1.4		1.6	
CATEGORY	A	B		C		D			
LNAV MDA	6740/24 553 (600-½)		6740/50 553 (600-1)		6740/60 553 (600-1¼)				
CIRCLING	6740-1 556 (600-1)		6740-1½ 556 (600-1½)		6800-2 613 (700-2)				

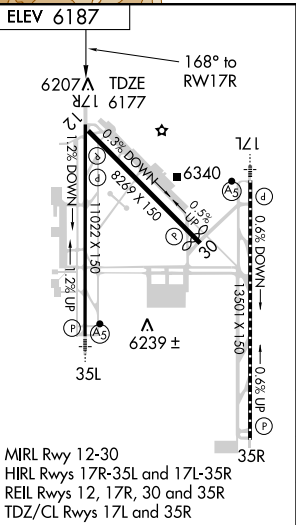
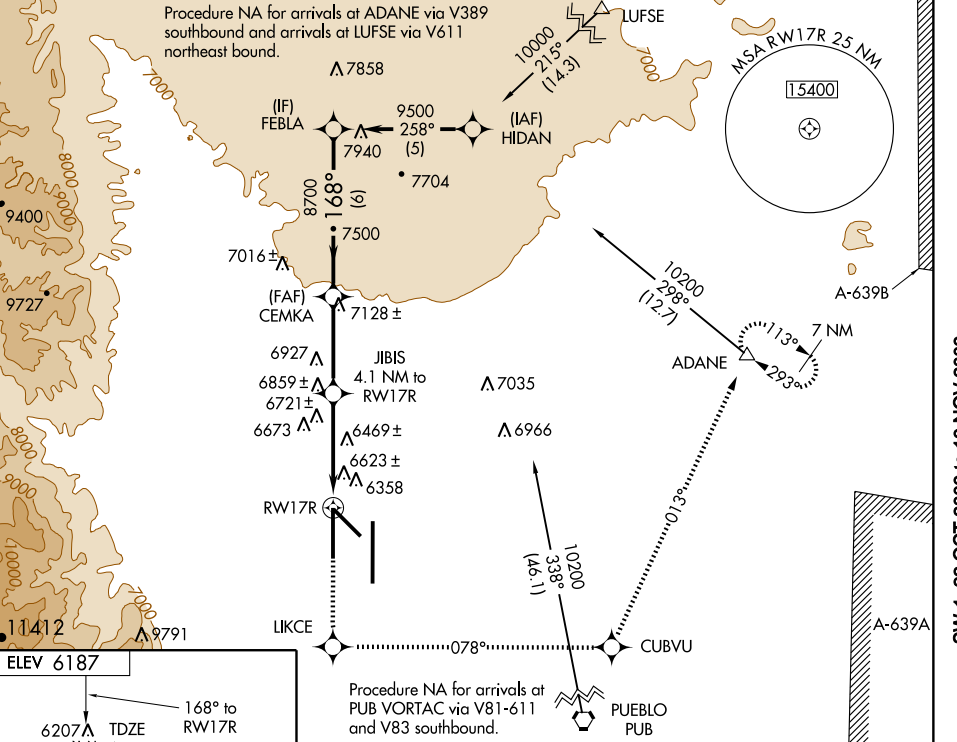
▼

▲

DME/DME RNP-0.3 NA.  
For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -27°C (-16°F) or above 37°C (99°F).

MISSED APPROACH: Climb to 10200 direct LIKCE and left turn  
via 078° track to CUBVU and 013° track to ADANE and hold.

ATIS 125.0 254.3	SPRINGS APP CON 118.5 239.025	SPRINGS TOWER 133.15 335.55 (EAST) 119.9 360.6 (WEST)	GND CON 121.7 348.6	CLNC DEL 134.45 363.125
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FEBLA		10200	LIKCE	CUBVU	013° track	ADANE
9500		↑	↙	↙	↙	△
Procedure Turn NA		* LNAV only				
8700		JIBIS 4.1 NM to RWY 17R *2.3 NM to RWY 17R				
GS 3.00° TCH 59		*7540				
6 NM		3.5 NM	1.8	2.3		
CATEGORY	A	B	C	D		
LPV DA	6537-1¼ 360 (400-1¼)					
LNAV/VNAV DA	6742-2 565 (600-2)					
LNAV MDA	6980-1 803 (800-1)	6980-1¼ 803 (800-1¼)	6980-2¼ 803 (800-2¼)	6980-2½ 803 (800-2½)		
CIRCLING	6980-1 793 (800-1)	6980-1¼ 793 (800-1¼)	6980-2¼ 793 (800-2¼)	6980-2½ 793 (800-2½)		

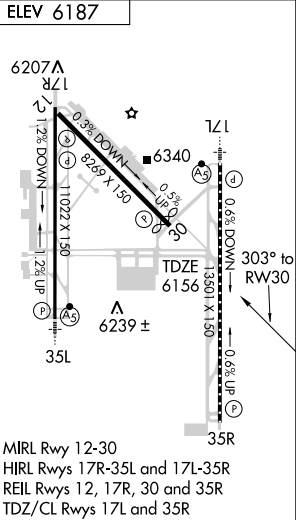
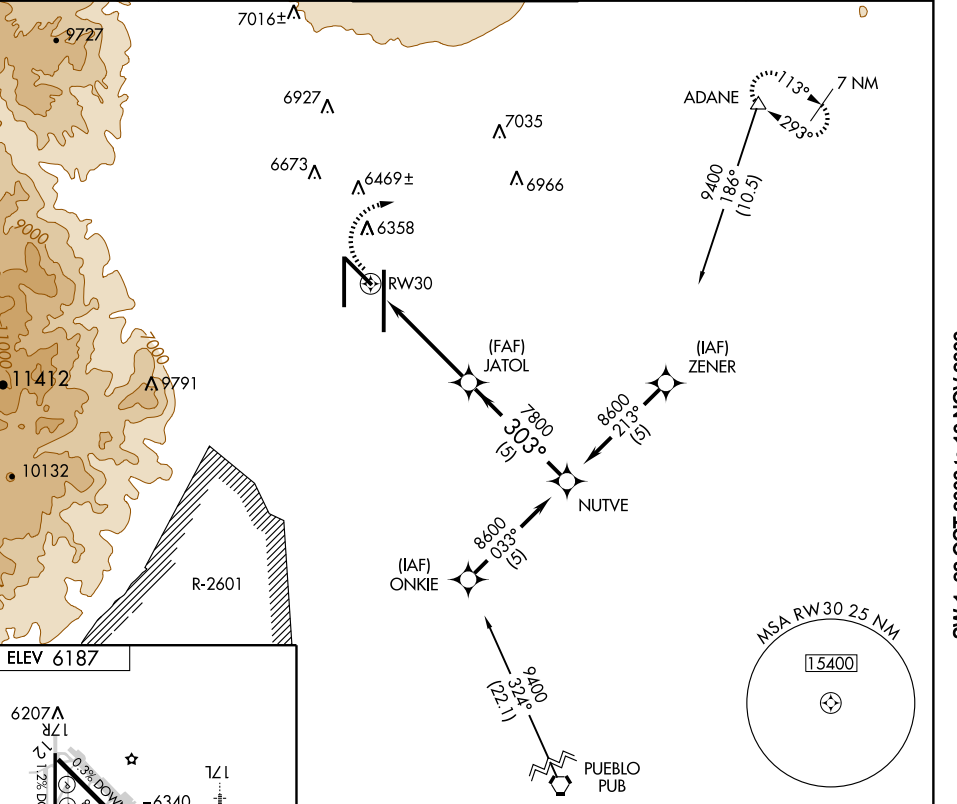
SW-1, 22 OCT 2009 to 19 NOV 2009

▼

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 10000  
direct ADANE and hold.

ATIS 125.0 254.3	SPRINGS APP CON 118.5 239.025	SPRINGS TOWER 133.15 335.55 (EAST) 119.9 360.6 (WEST)	GND CON 121.7 348.6	CLNC DEL 134.45 363.125
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	ADANE △	JATOL	NUTVE	
	10000	1.2 NM to RW30	7800	8600
		3.04°	303°	
		TCH 52		
		1.2	3.8 NM	5 NM
CATEGORY	A	B	C	D
LNAV MDA	6580-1	424 (400-1)	6580-1 $\frac{1}{4}$	424 (400-1 $\frac{1}{4}$ )
CIRCLING	6740-1	553 (600-1)	6740-1 $\frac{1}{2}$	6800-2
			553 (600-1 $\frac{1}{2}$ )	613 (700-2)

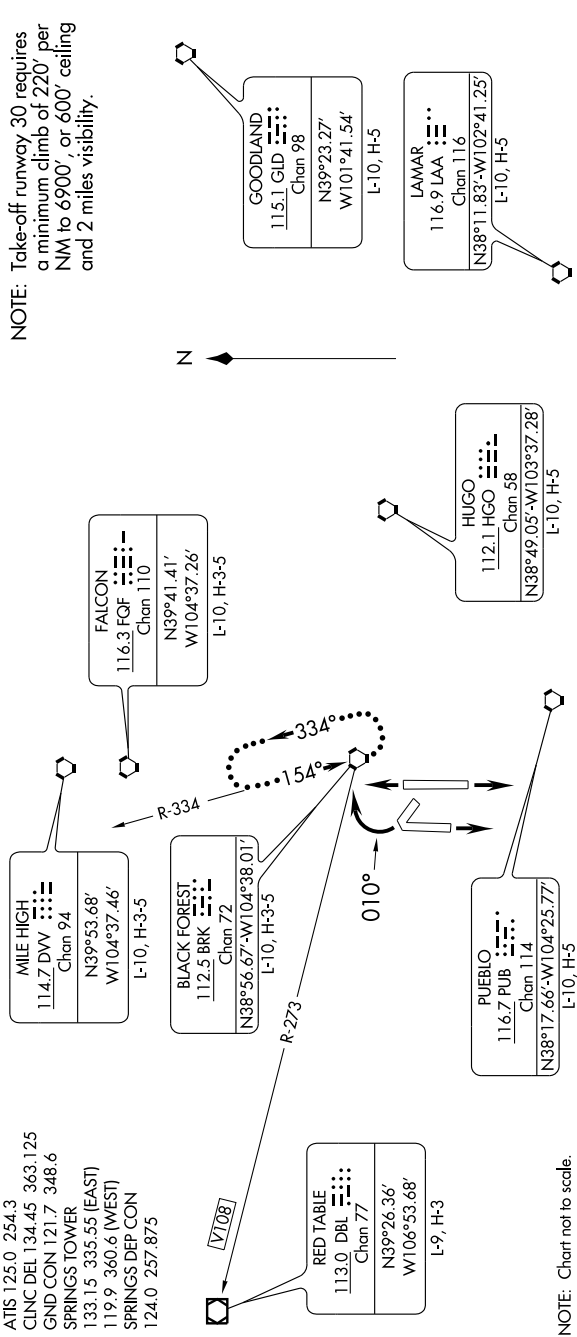


# SPRINGS TWO DEPARTURE

SL-87 (FAA)

COLORADO SPRINGS, COLORADO

NOTE: Take-off runway 30 requires a minimum climb of 220' per NM to 6900', or 600' ceiling and 2 miles visibility.



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAYS 12, 17R/L, 35R/L:** Fly runway/assigned heading for radar vectors to filed/assigned route.

Thence . . . . .

**TAKE-OFF RUNWAY 30:** Turn right within 2 NM heading 010° or assigned heading for radar vectors to filed/assigned route.

Thence . . . . .

. . . . . Maintain 10,000'. Expect clearance to filed altitude 10 minutes after departure.

**LOST COMMUNICATIONS:** If not in contact with ATC within 1 minute after departure from runways 12 and 17L/R turn left, from runways 30 and 35L/R turn right. All aircraft climb to filed altitude via direct BRK VORTAC, thence via filed/assigned route. Aircraft filed V108 westbound: continue climb in holding pattern to cross BRK VORTAC at or above 14,000'.

▼

▲NA

IAF

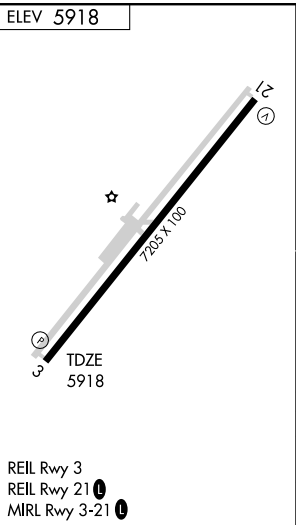
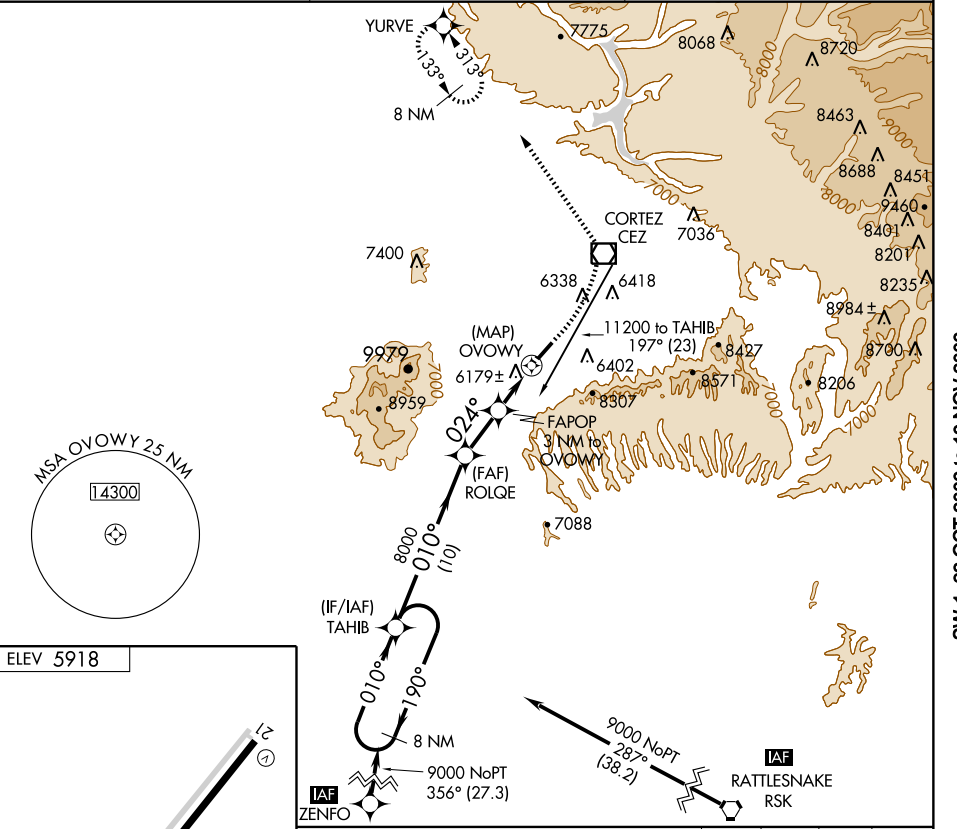
ARM APPROACH MODE PRIOR TO IAF.

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH:

Climb to 9800 via left turn direct CEZ VOR/DME and 313° track to YURVE WP and hold.

ASOS 135.625	DENVER CENTER 118.575 348.7	UNICOM 122.8 (CTAF) 0
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8 NM Holding Pattern				
9000 ← 190° → 010° → 010°				
8 NM				
9000 NoPT 356° (27.3)				
IAF ZENFO				
8 NM				
9000 NoPT 287° (38.2)				
IAF RATTLESNAKE RSK				
9800				
CEZ				
313°				
YURVE				
2.96° TCH 46				
8000				
7040				
FAPOP 3 NM to OVOVY				
1 NM to OVOVY				
OVOVY				
10 NM				
3 NM				
2 NM				
1 NM				
0.5				
CATEGORY	A	B	C	D
LNAV MDA	6440-1 522 (600-1)		6440-1½ 522 (600-1½)	6440-1¾ 522 (600-1¾)
CIRCLING	6560-1 642 (700-1)		6600-2 682 (700-2)	6800-3 882 (900-3)



▼

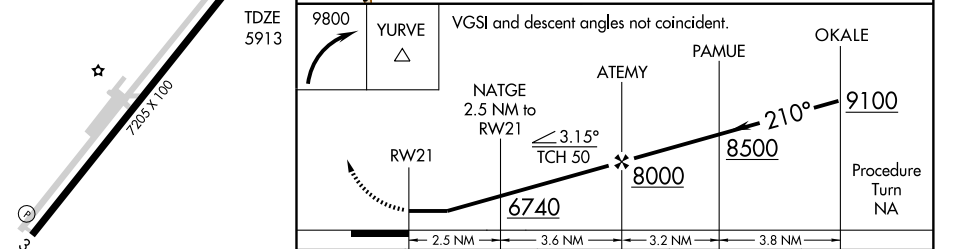
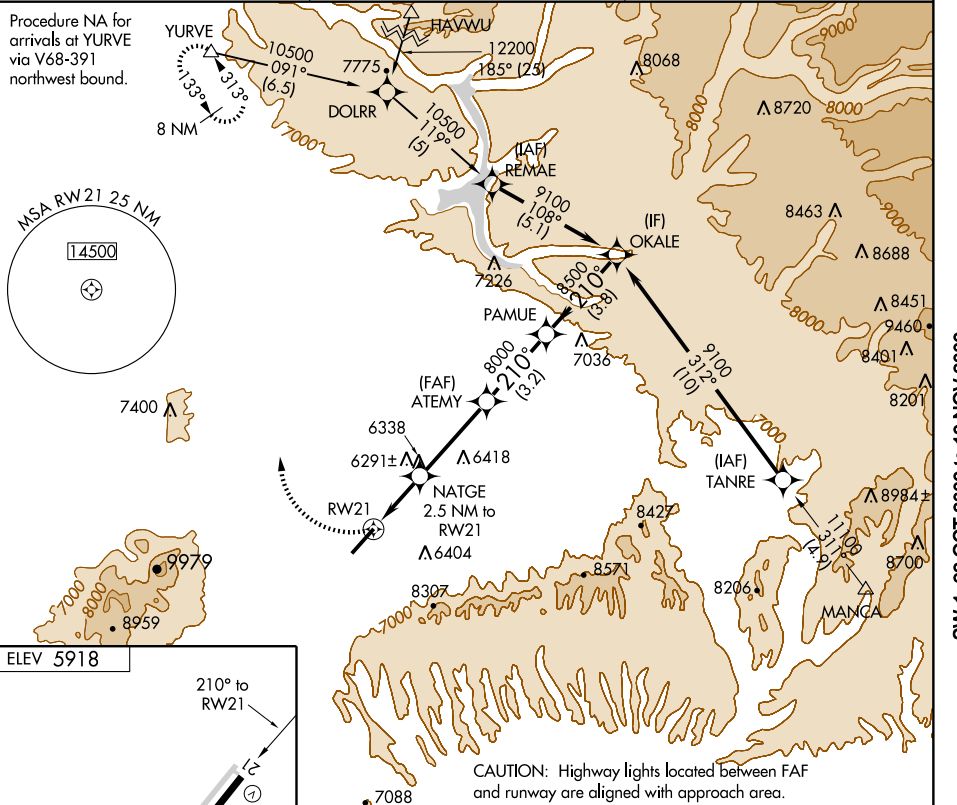
DME/DME RNP-0.3 NA.

▲

When VGSI inop, procedure NA at night.

MISSED APPROACH: Climbing right turn to 9800 direct YURVE and hold.

ASOS 135.625	DENVER CENTER 118.575 348.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	6560-1 647 (700-1)		6560-1¾ 647 (700-1¾)	6560-2 647 (700-2)
CIRCLING	6560-1 642 (700-1)		6600-2 682 (700-2)	6800-3 882 (900-3)

REIL Rwy 3

REIL Rwy 21 0

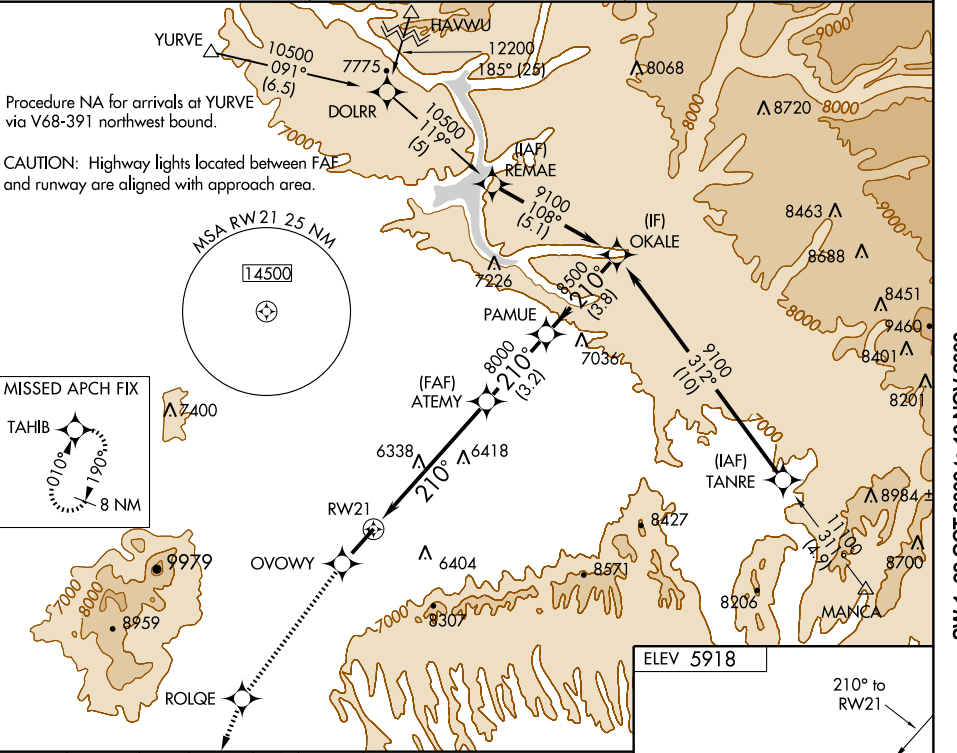
MIRL Rwy 3-21 0

SW-1. 22 OCT 2009 to 19 NOV 2009

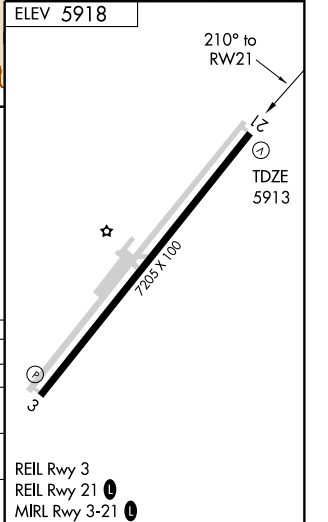
DME/DME RNP-0.3 NA.  
When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 9000 direct OVOWY and via 205° track to ROLQE and via 190° track to TAHIB and hold.

ASOS 135.625	DENVER CENTER 118.575 348.7	UNICOM 122.8 (CTAF)
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9000	OVOWY	205° track	ROLQE	190° track	TAHIB	OKALE
VGSI and RNAV glidepath not coincident.						
RW21		ATEMY		9100 210° 8500 8000 Procedure Turn NA GS 3.10° TCH 50'		
6.1 NM		3.2 NM		3.8 NM		
CATEGORY	A		B		C	
LPV DA	6215-1		302 (300-1)		D	
LNAV/VNAV DA	NA					
LNAV MDA	7140-1 1/4 1227 (1300-1 1/4)		7140-1 1/2 1227 (1300-1 1/2)		7140-3 1227 (1300-3)	
CIRCLING	7140-1 1/4 1222 (1300-1 1/4)		7140-1 1/2 1222 (1300-1 1/2)		7140-3 1222 (1300-3)	



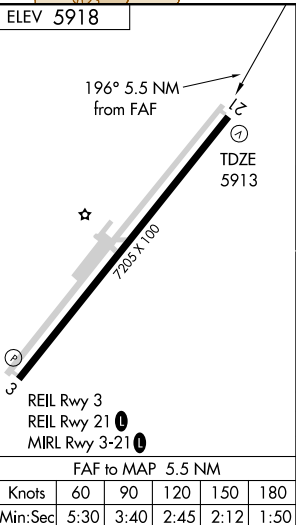
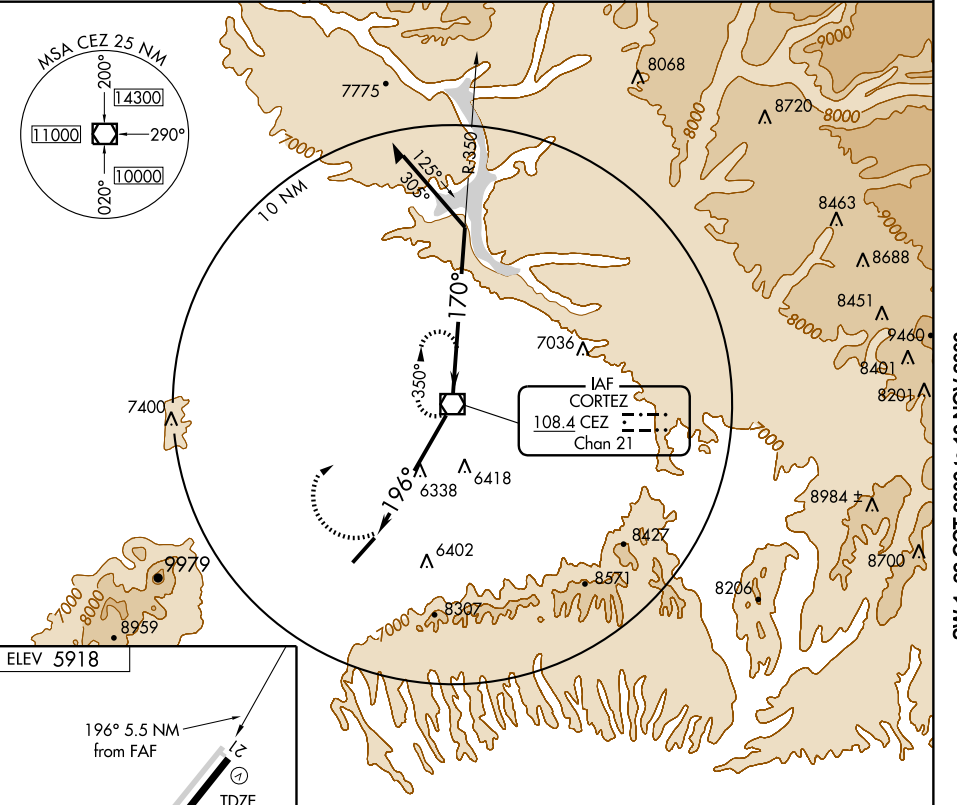
SW-1, 22 OCT 2009 to 19 NOV 2009

REIL Rwy 3  
REIL Rwy 21   
MRL Rwy 3-21

**CAUTION:** Highway lights located between facility and runway are aligned with approach area.

**MISSED APPROACH:** Climbing right turn to 9800 direct to CEZ VOR/DME and hold.

ASOS 135.625	DENVER CENTER 118.575 348.7	UNICOM 122.8 (CTAF)
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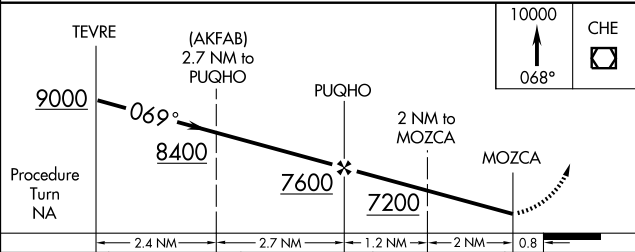
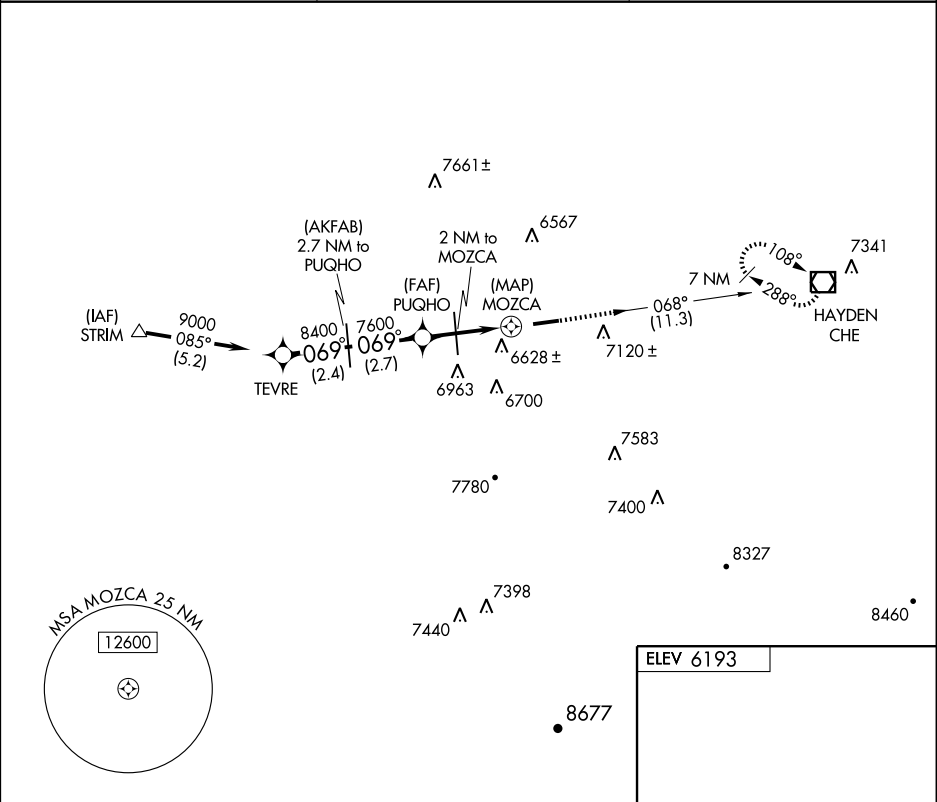
9800	CEZ 108.4	Remain within 10 NM			
		VOR/DME	350°	170°	9800
		CEZ 5.5	≤ 3.49° TCH 50	196°	8000
		5.5 NM			
CATEGORY	A	B	C	D	
S-21	6600-1	687 (700-1)	6600-2 687 (700-2)	6600-2½ 687 (700-2½)	
CIRCLING	6600-1	682 (700-1)	6600-2 682 (700-2)	6800-3 882 (900-3)	

APP CRS	Rwy Idg	5600
069°	TDZE	6188
	Apt Elev	6193

  
NA

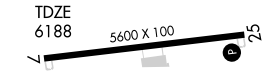
MISSED APPROACH: Climb to 10000 via 068° course to CHE VOR/DME and hold.



ASOS 135.425	DENVER CENTER 120.475 235.975	UNICOM 122.8 (CTAF) 
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CATEGORY	A	B	C	D
S-7	6940-1 752 (800-1)	6940-1¼ 752 (800-1¼)	6940-2¼ 752 (800-2¼)	6940-2½ 752 (800-2½)
CIRCLING	7220-1¼ 1027 (1100-1¼)	7320-1½ 1127 (1200-1½)	7420-3	1227 (1300-3)

ELEV 6193



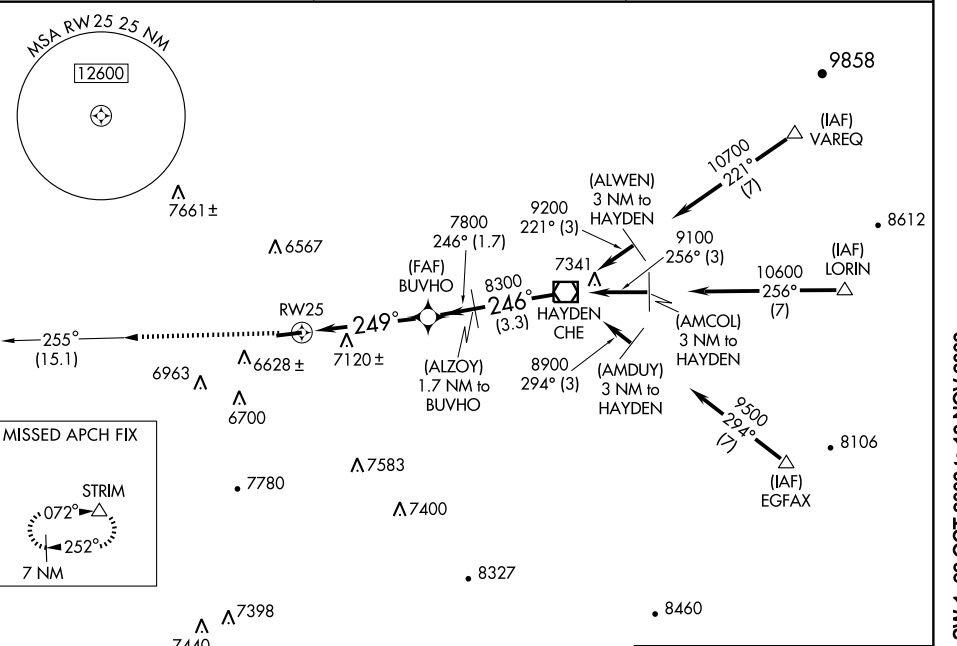
REIL Rwy 7 and 25   
MIRL Rwy 7-25 

▽

△ NA

MISSED APPROACH: Climb to 10000 via 255° course to STRIM WP and hold.

ASOS 135.425	DENVER CENTER 120.475 235.975	UNICOM 122.8 (CTAF) 0
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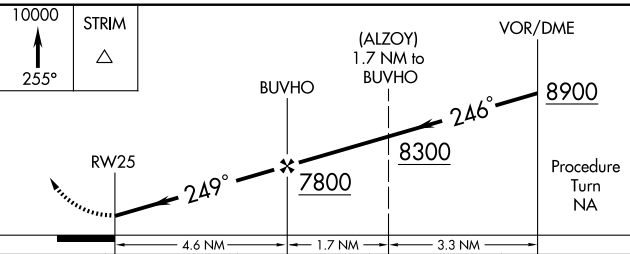
MISSED APCH FIX

STRIM

072°

252°

7 NM



CATEGORY	A	B	C	D
S-25	7380-1¼ 1187 (1200-1¼)	7380-1½ 1187 (1200-1½)	7380-3 1187 (1200-3)	
CIRCLING	7380-1¼ 1187 (1200-1¼)	7380-1½ 1187 (1200-1½)	7420-3 1227 (1300-3)	

ELEV 6193

TDZE 6193

5600 X 100

249° to RWY 25

REIL Rwy 7 and 25 0

MIRL Rwy 7-25 0

VOR/DME CHE	APP CRS	Rwy Idg	5600
115.6	068°	TDZE	6193
Chan 103		Apt Elev	6193

VOR/DME RWY 7

CRAIG-MOFFAT (CAG)

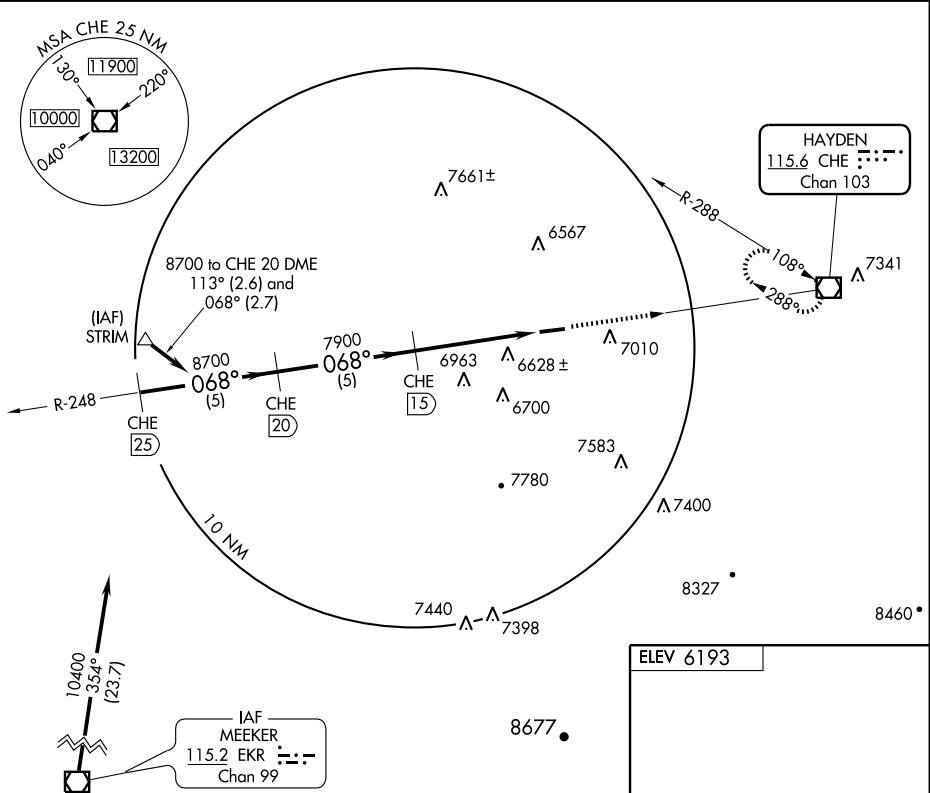


MISSED APPROACH: Climb to 9200 direct CHE VOR/DME and hold.

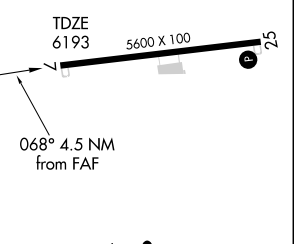
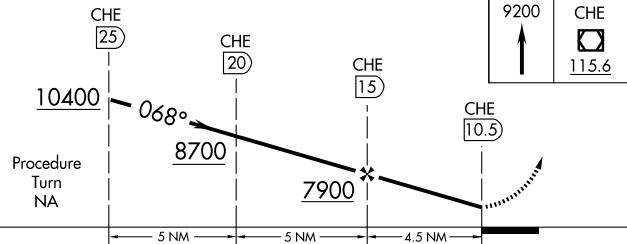
ASOS  
135.425

DENVER CENTER  
120.475 235.975

UNICOM  
122.8 (CTAF) 0



ELEV 6193



CATEGORY	A	B	C	D
S-7	7220-1¼ 1027 (1100-1¼)	7220-1½ 1027 (1100-1½)	7220-3 1027 (1100-3)	
CIRCLING	7220-1¼ 1027 (1100-1¼)	7320-1½ 1127 (1200-1½)	7420-3 1227 (1300-3)	

REIL Rwy 7 and 25 0					
MIRL Rwy 7-25 0					
Knots	60	90	120	150	180
Min:Sec					

▼

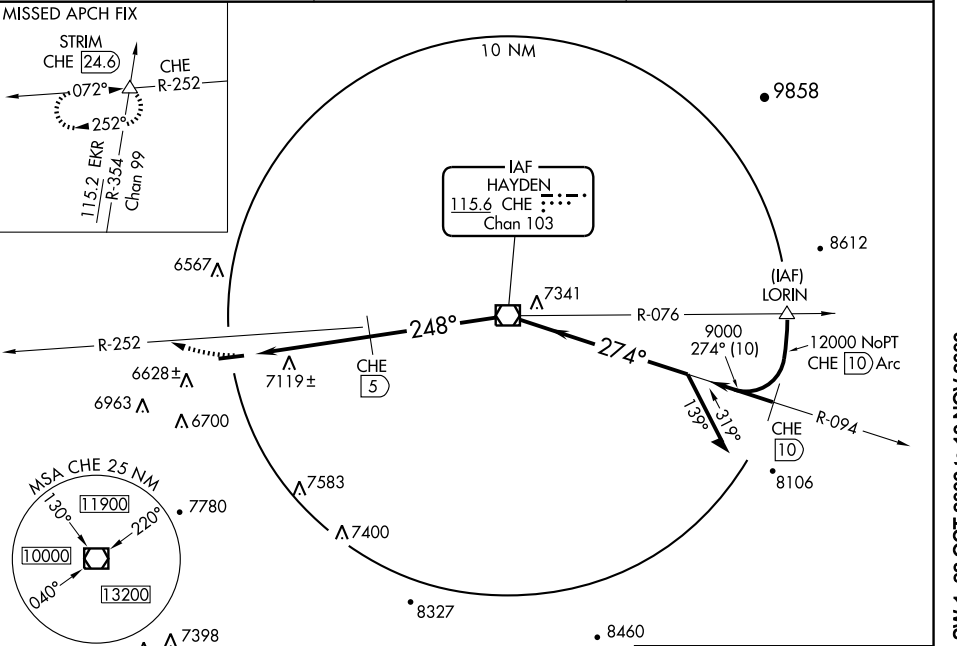
▲

MISSED APPROACH: Climbing right to 10000 via CHE R-252 to STRIM Int and hold.

ASOS  
135.425

DENVER CENTER  
120.475 235.975

UNICOM  
122.8 (CTAF) ①



10000  
CHE  
R-252

STRIM  
△

VOR/DME

Remain within 10 NM

CHE 5

CHE 9.6

7820

9000

10000

094°

274°

248°

4.6 NM

5 NM

TDZE  
6192

5600 X 100

248° 9.6 NM from FAF

CATEGORY	A	B	C	D
S-25	7820-1¼ 1628 (1700-1¼)	7820-1½ 1628 (1700-1½)	7820-3	1628 (1700-3)
CIRCLING	7820-1¼ 1627 (1700-1¼)	7820-1½ 1627 (1700-1½)	7820-3	1627 (1700-3)
DME MINIMA				
S-25	7380-1¼ 1188 (1200-1¼)	7380-1½ 1188 (1200-1½)	7380-3	1188 (1200-3)
CIRCLING	7380-1¼ 1187 (1200-1¼)	7380-1½ 1187 (1200-1½)	7420-3	1227 (1300-3)

REIL Rwys 7 and 25 ①

MIRL Rwy 7-25 ①

FAF to MAP 9.6 NM

Knots

60

90

120

150

180

Min:Sec

9:36

6:24

4:48

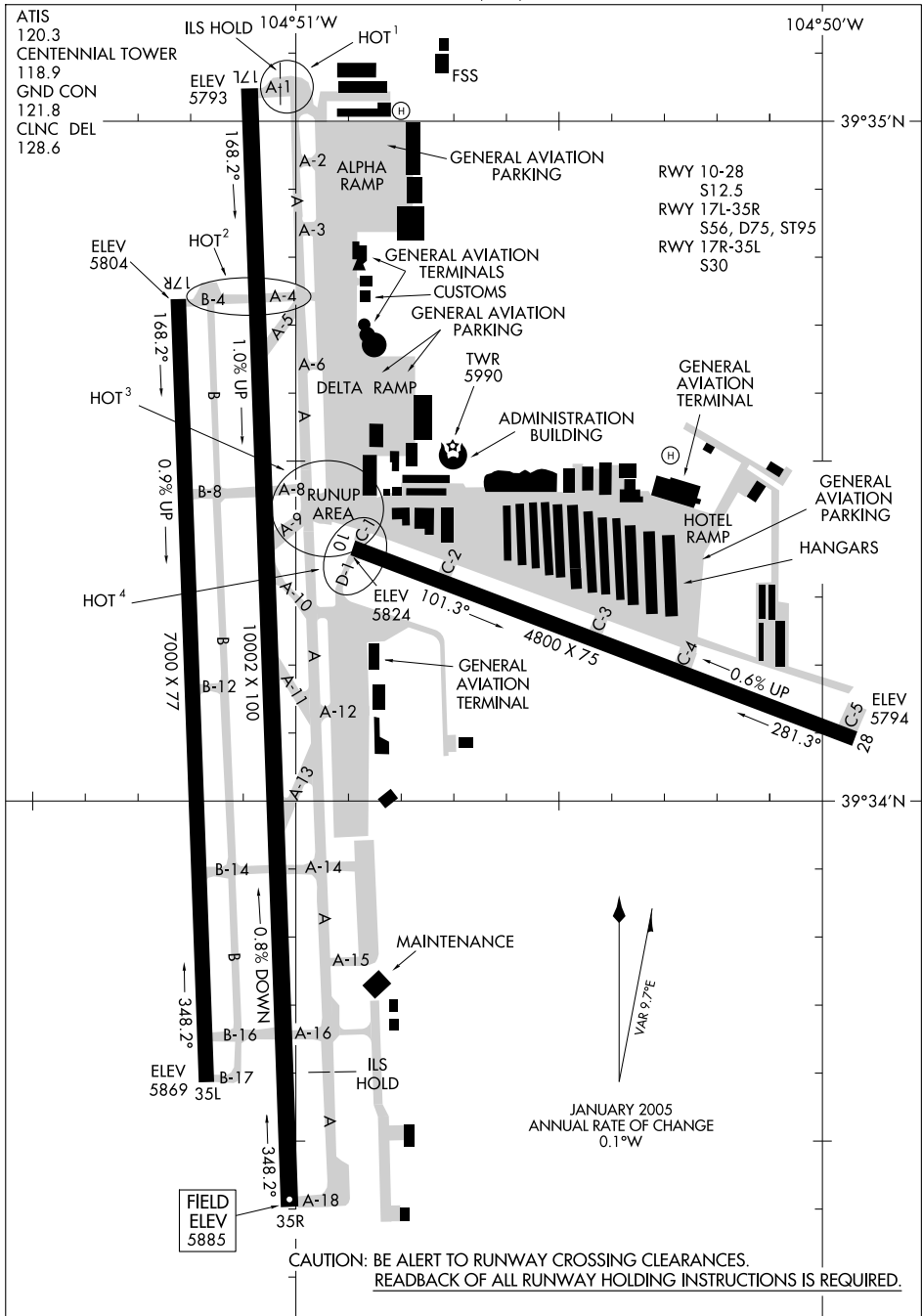
3:50

3:12

SW-1. 22 OCT 2009 to 19 NOV 2009

# AIRPORT DIAGRAM

AL-5715 (FAA)

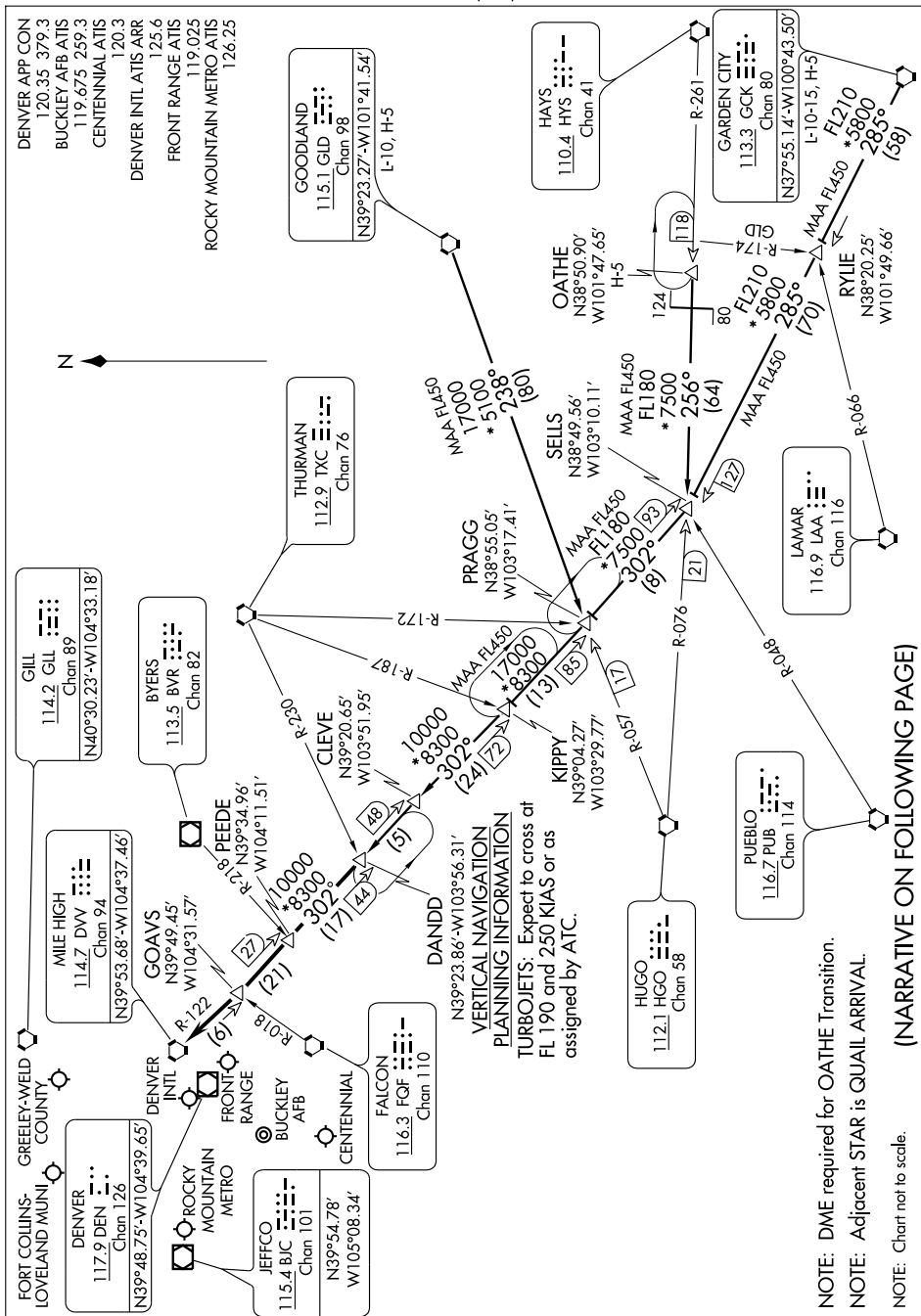
DENVER/ CENTENNIAL (APA)  
DENVER, COLORADO



## DANDD FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

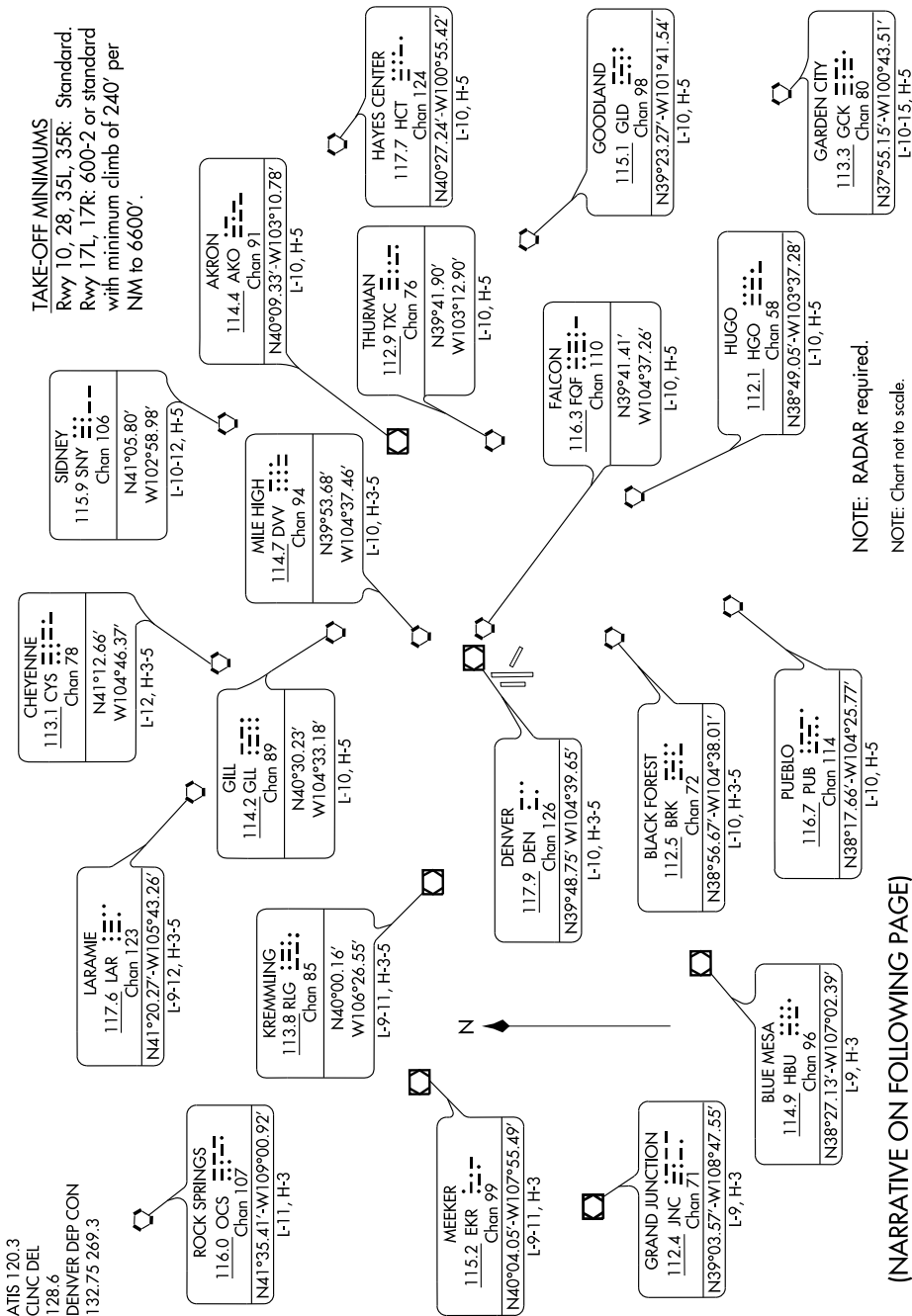
GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

## TAKE-OFF MINIMUMS

Rwy 10, 28, 35L, 35R: Standard.  
Rwy 17L, 17R: 600-2 or standard  
with minimum climb of 240' per  
NM to 6600'.



(NARRATIVE ON FOLLOWING PAGE)

## DENVER FIVE DEPARTURE

SL-5715 (FAA)

DENVER/ CENTENNIAL (APA)  
DENVER, COLORADO

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.





NOTE: Adjacent STAR is SAYGE ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.





## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

LOM AP <b><u>260</u></b>	APP CRS <b>347°</b>	Rwy Idg <b>10002</b> TDZE <b>5885</b> Apt Elev <b>5885</b>
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NDB RWY 35R

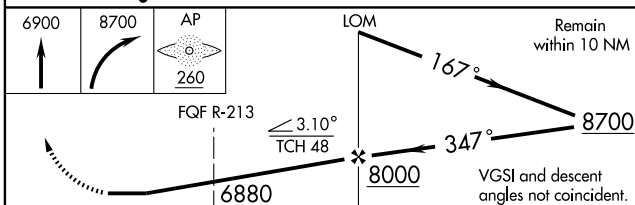
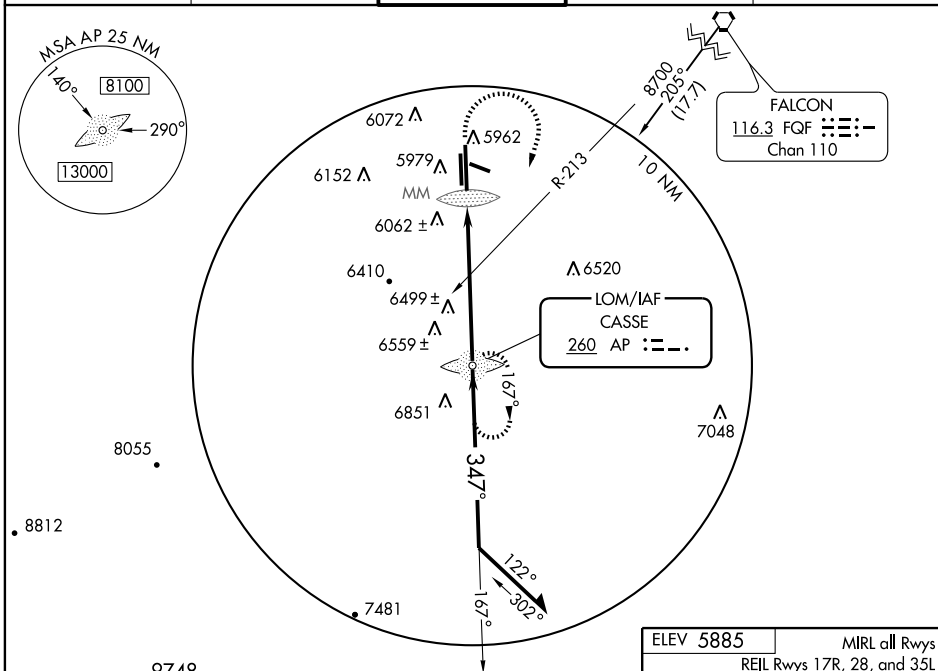
DENVER/ CENTENNIAL (APA)

**T** \*For inoperative MALSR, increase S-35R Cat A visibility to 1¼,  
**A** increase S-35R Cat B visibility to 1½.  
 # For inoperative MALSR, increase S-35R Cat A, B visibility to 1¼.  
 Circling to Rwy 10 not authorized at night.

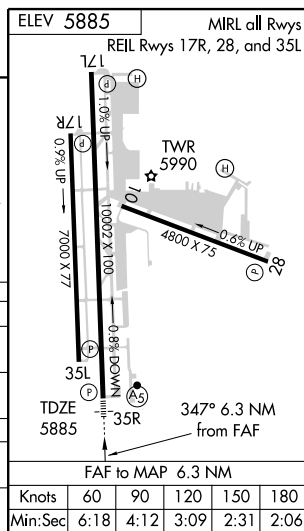


**MISSED APPROACH:** Climb to 6900, then climbing right turn to 8700 direct AP LOM and hold.

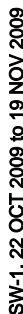
ATIS 120.3	DENVER APP CON 132.75 269.3	CENTENNIAL TOWER 118.9	GND CON 121.8	CLNC DEL 128.6
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	2.9 NM	3.4 NM		
CATEGORY	A	B	C	D
S-35R *	6880-3/4 995 (1000-3/4)	6880-1 995 (1000-1)	6880-2 1/2 995 (1000-2 1/2)	6880-2 3/4 995 (1000-2 3/4)
CIRCLING	6880-1 1/4 995 (1000-1 1/4)	6880-1 1/2 995 (1000-1 1/2)	6880-3 995 (1000-3)	
VOR MINIMUMS				
S-35R #	6780-3/4 895 (900-3/4)	6780-2 1/4 895 (900-2 1/4)	6780-2 3/4 895 (900-2 3/4)	
CIRCLING	6780-1 1/4 895 (900-1 1/4)	6780-2 3/4 895 (900-2 3/4)	6780-3 895 (900-3)	







NOTE: RADAR REQUIRED.  
NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

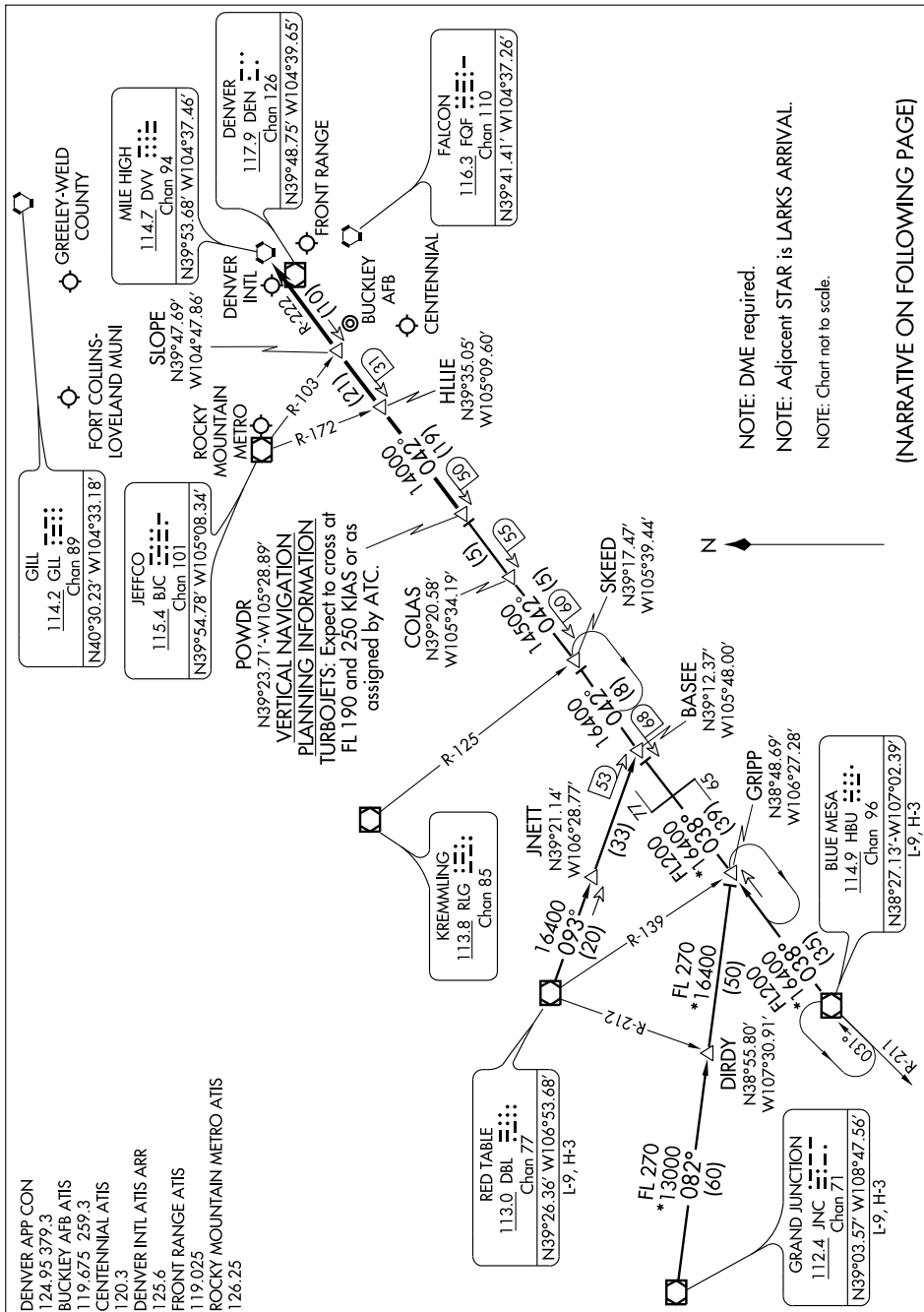
GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.



## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VORTAC via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

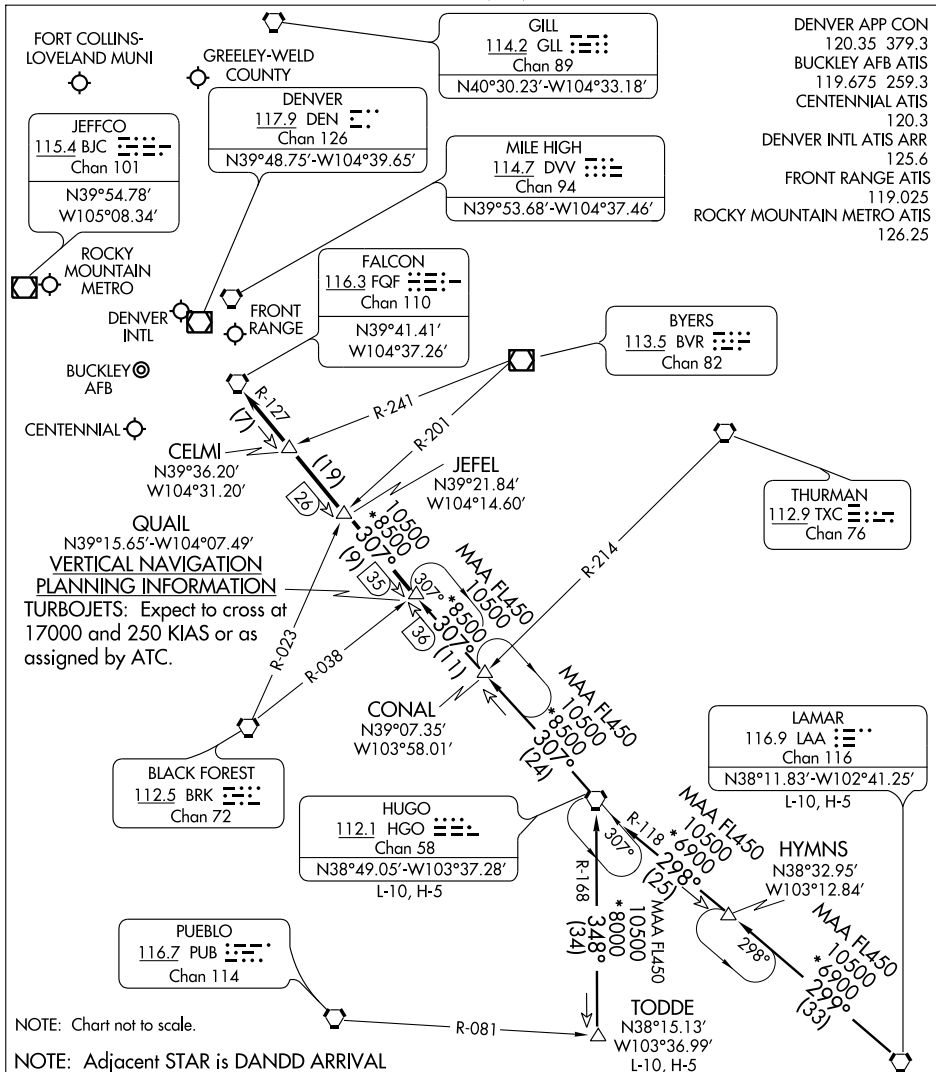
RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

## QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



**HUGO TRANSITION (HGO.QUAIL6):** From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

**LAMAR TRANSITION (LAA.QUAIL6):** From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to QUAIL INT. Thence....

**TODDE TRANSITION (TODDE.QUAIL6):** From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

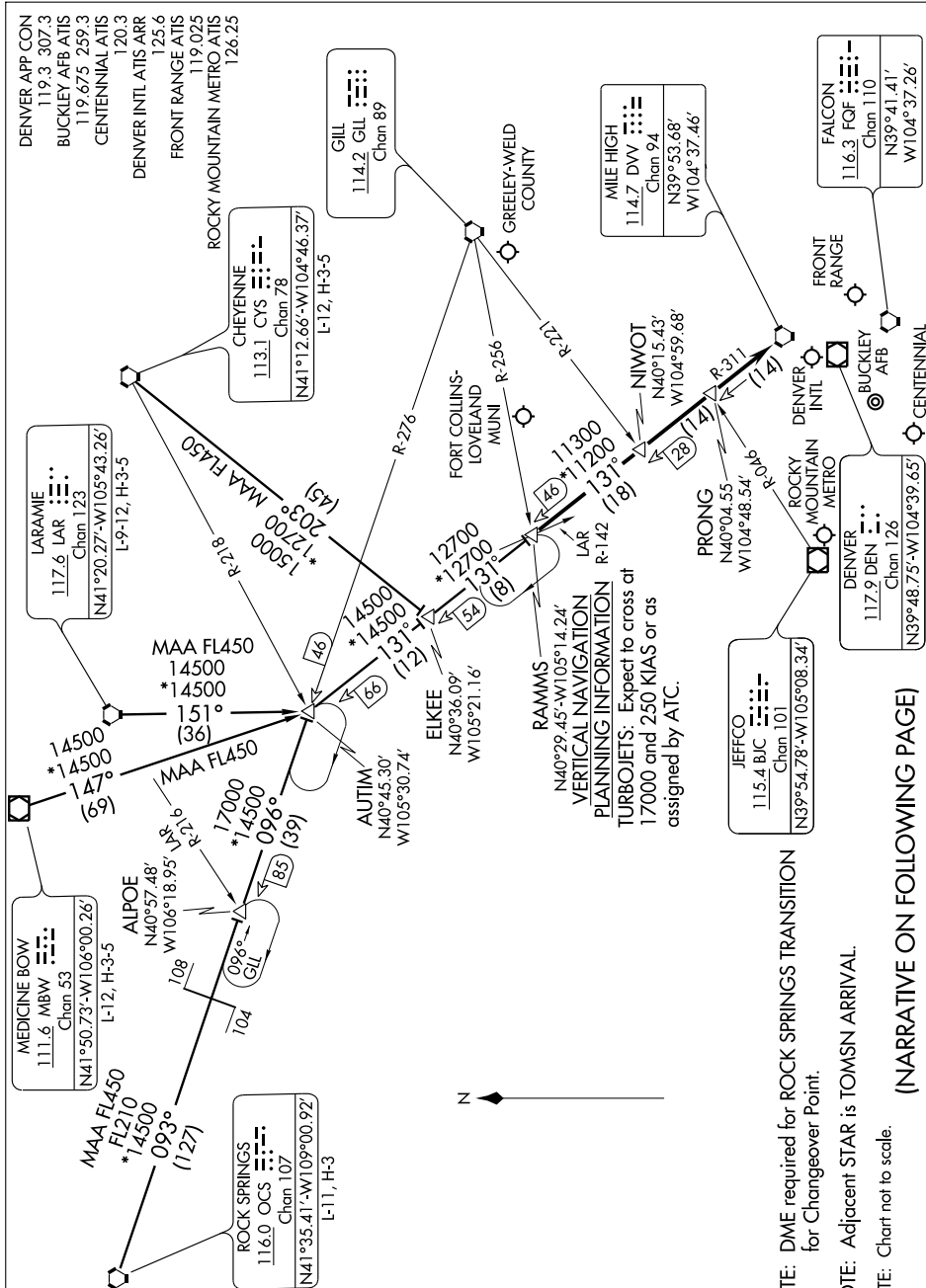
....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC.  
 Expect radar vectors to the final approach course at or before FQF VORTAC.



## RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required for ROCK SPRINGS TRANSITION for Changeover Point.

NOTE: Adjacent STAR is TOMSN ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1. 22 OCT 2009 to 19 NOV 2009

## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

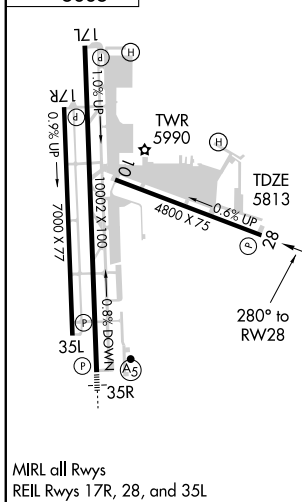
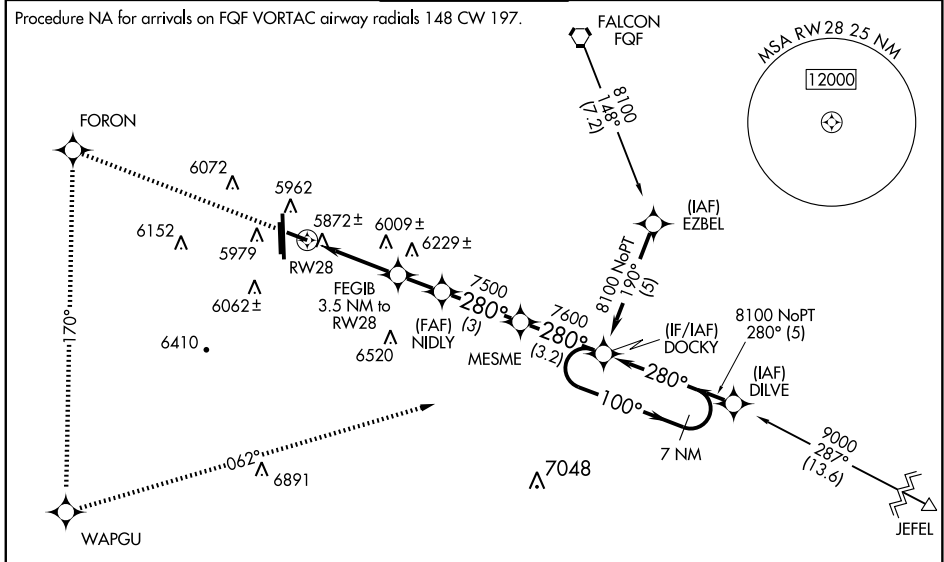
LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VORTAC via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

ATIS <b>120.3</b>	DENVER APP CON <b>132.75 269.3</b>	CENTENNIAL TOWER <b>118.9</b>	GND CON <b>121.8</b>	CLNC DEL <b>128.6</b>
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9000 ↑	FORON ✧	170° track ↖	WAPGU ✧	062° track ↖	DOCKY ✧	7 NM Holding Pattern	
*LNAV only		FEGIB 3.5 NM to RW28		NIDLY	MESME	DOCKY	100° → 8100 ← 280°
RW28 *1 NM to RW28		6940*		7500	280°	VGS1 and RNAV glidepath not coincident.	
1 NM		2.5 NM	1.7 NM	3 NM	3.2 NM	GS 3.00° TCH 30'	
CATEGORY	A	B		C		D	
LPV DA	6104-1¼		291 (300-1¼)				
LNAV/ VNAV DA	6152-1¼		339 (300-1¼)				
LNAV MDA	6260-1	447 (400-1)	6260-1¼ 447 (400-1¼)		6260-1½ 447 (400-1½)		
CIRCLING	6440-1	555 (600-1)	6440-1½ 555 (600-1½)		6560-2¼ 675 (700-2¼)		

WAAS CH <b>93508</b> <b>W35A</b>	APP CRS <b>347°</b>	Rwy Idg TDZE <b>5885</b> Apt Elev <b>5885</b>
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# RNAV (GPS) RWY 35R

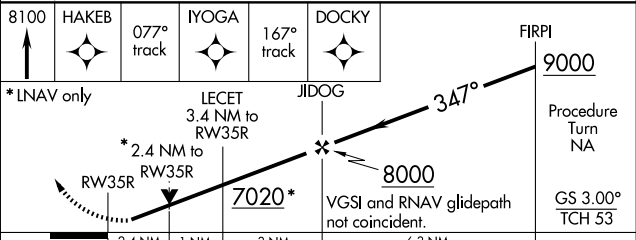
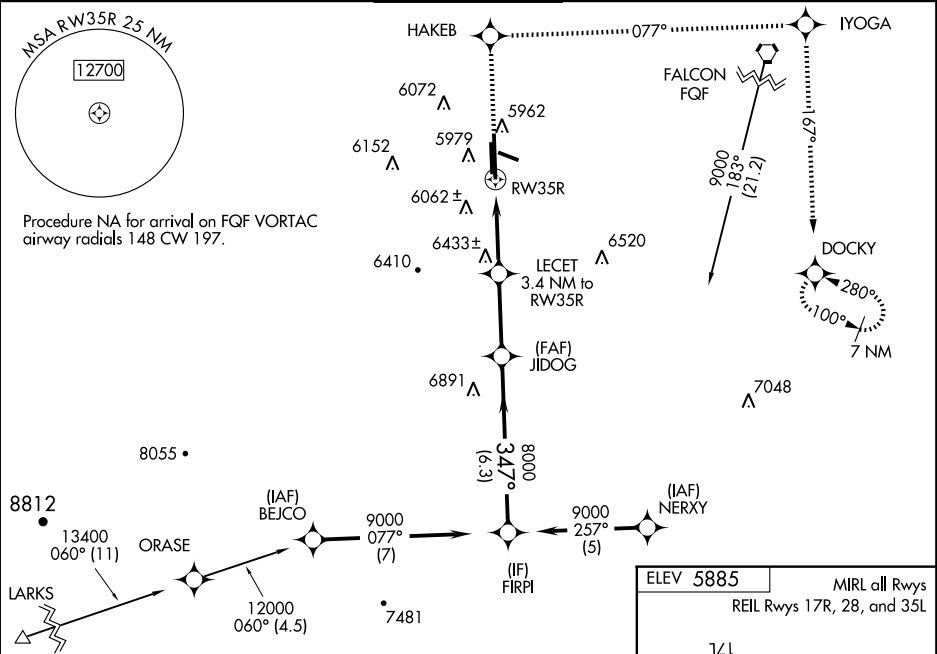
DENVER/ CENTENNIAL (APA)

When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 108 feet and all MDA 120 feet; increase LNAV Cat C/D visibility ¼ mile and circling Cats A/C/D visibility ¼ mile. For inoperative MALSR increase LPV all Cats visibility to 1¼ mile. For inoperative MALSR increase LNAV Cat A visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F). Inoperative table does not apply to LPV and LNAV/VNAV. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Denver Intl altimeter setting. Circling to Rwy 10 NA at night. DME/DME RNP-0.3 NA.

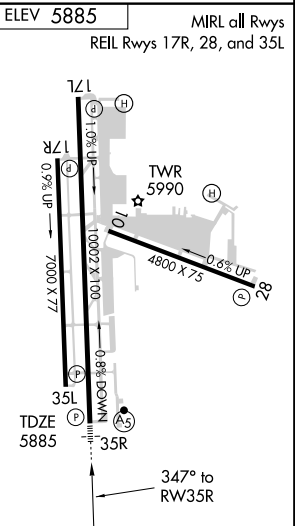
MALSR

MISSED APPROACH:  
Climb to 8100 direct  
HAKEB and via 077°  
track to IYOGA and via  
167° track to DOCKY  
and hold.

ATIS <b>120.3</b>	DENVER APP CON <b>132.75 269.3</b>	CENTENNIAL TOWER <b>118.9</b>	GND CON <b>121.8</b>	CLNC DEL <b>128.6</b>
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CATEGORY	A	B	C	D
LPV DA	6140-¾		255 (300-¾)	
LNAV/VNAV DA	6925-4		1040 (1100-4)	
LNAV MDA	6700-¾	815 (900-¾)	6700-2	815 (900-2)
CIRCLING	6700-1	6700-1¼	6700-2½	6700-2¾







## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

## TAKE-OFF OBSTACLE NOTES

- RWY 10: Terrain beginning 238' from DER, 30' right of centerline, up to 5859' MSL.  
Fences beginning 1211' from DER, 233' right of centerline, up to 8' AGL/5841' MSL.  
Multiple bushes beginning 1378' from DER, 284' right of centerline, up to 6' AGL/5840' MSL.  
Multiple roads with vehicles beginning 198' from DER, 404' left of centerline, up to 15' AGL/5835' MSL.  
Terrain 1357' from DER, 253' left of centerline, 5829' MSL.
- RWY 28: Terrain beginning 89' from DER, from 513' left to 137' right of centerline, up to 5849' MSL.  
Windsock 100' from DER, 183' left of centerline, 15' AGL/5832' MSL.  
Multiple trees beginning 1640' from DER, 731' left of centerline, up to 100' AGL/5959' MSL.
- RWY 35L: Terrain beginning 54' from DER, 110' right of centerline, up to 5829' MSL.
- RWY 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.  
Fence 538' from DER, 196' right of centerline, 8' AGL/5889' MSL.  
Multiple trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.  
Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.  
Vehicles on roads beginning 2812' from DER, on centerline, up to 17' AGL/5946' MSL.  
Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.
- RWY 17L: Multiple trees beginning 2968' from DER, 761' right of centerline, 100' AGL/5976' MSL.



## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

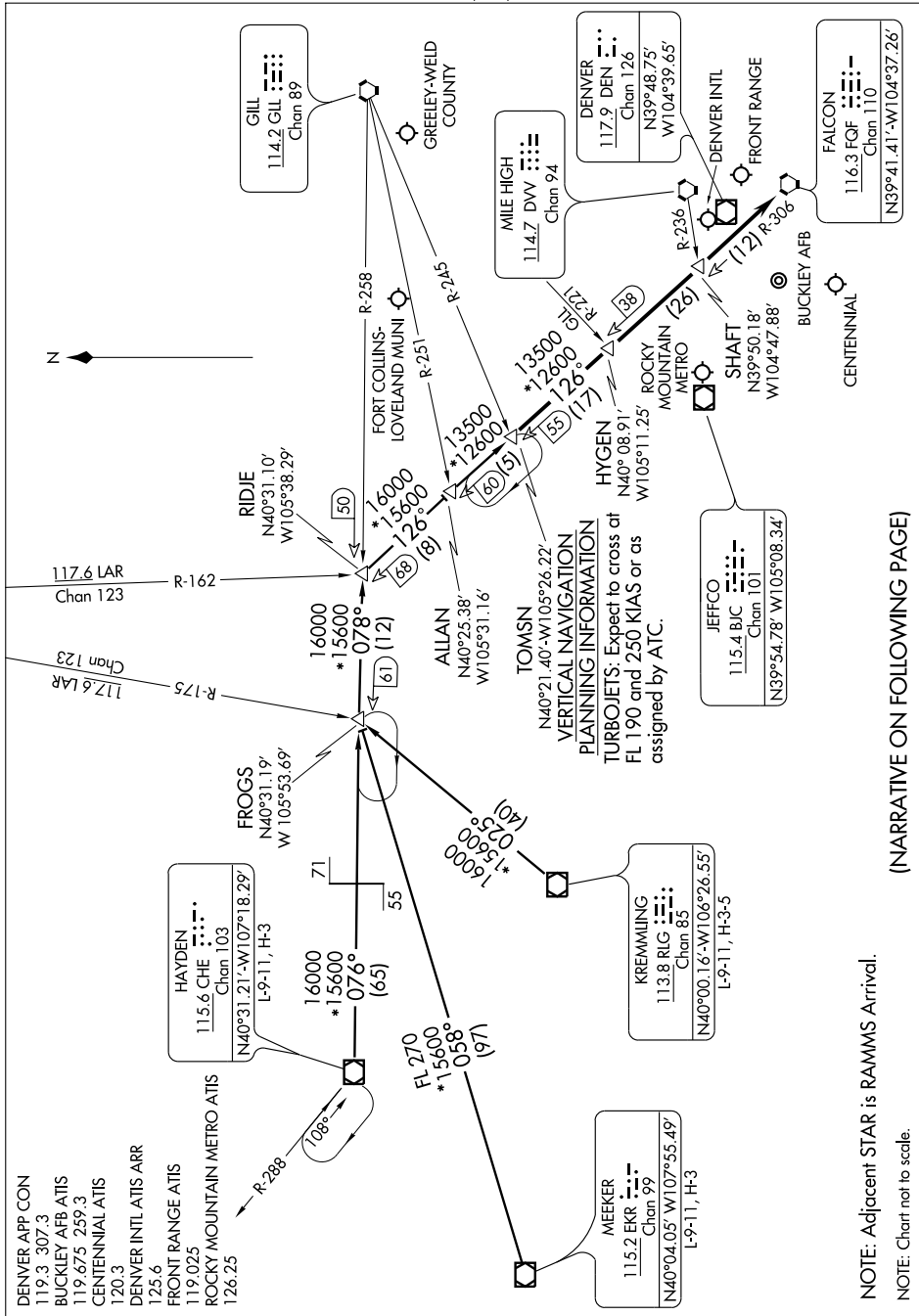
....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.



## TOMSN FOUR ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



(NARRATIVE ON FOLLOWING PAGE)

SW-1, 22 OCT 2009 to 19 NOV 2009

## ARRIVAL DESCRIPTION

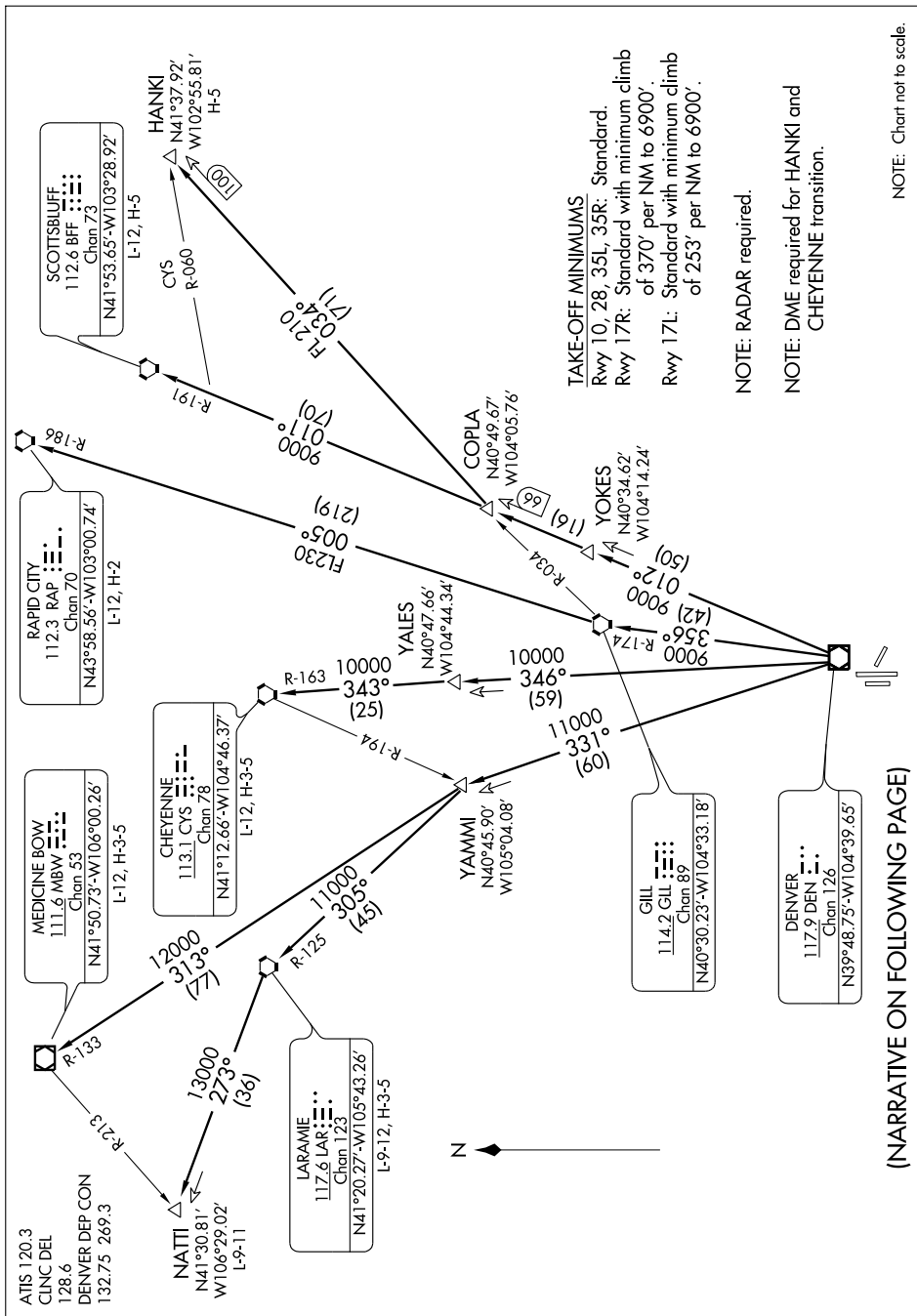
HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

## YELLOWSTONE SIX DEPARTURE



(NARRATIVE ON FOLLOWING PAGE)

## YELLOWSTONE SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.  
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

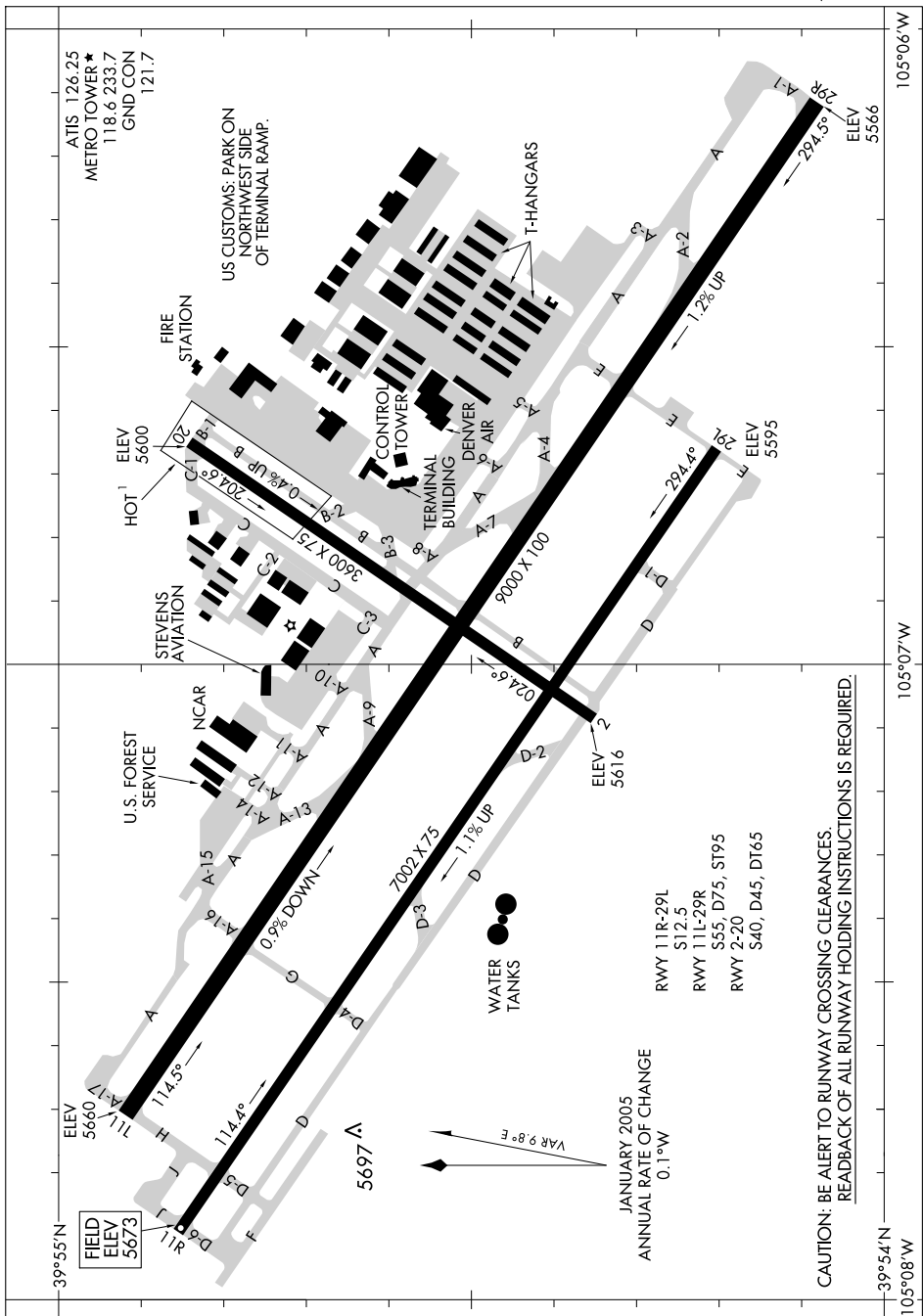
SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

## TAKE-OFF OBSTACLE NOTES

- RWY 10: Terrain beginning 238' from DER, 30' right of centerline, up to 5859' MSL.  
Fences beginning 1211' from DER, 233' right of centerline, up to 8' AGL/5841' MSL.  
Multiple bushes beginning 1378' from DER, 284' right of centerline, up to 6' AGL/5840' MSL.  
Multiple roads with vehicles beginning 198' from DER, 404' left of centerline, up to 15' AGL/5835' MSL.  
Terrain 1357' from DER, 253' left of centerline, 5829' MSL.
- RWY 28: Terrain beginning 89' from DER, from 513' left to 137' right of centerline, up to 5849' MSL.  
Windsock 100' from DER, 183' left of centerline, 15' AGL/5832' MSL.  
Multiple trees beginning 1640' from DER, 731' left of centerline, up to 100' AGL/5959' MSL.
- RWY 35L: Terrain beginning 54' from DER, 110' right of centerline, up to 5829' MSL.
- RWY 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.  
Fence 538' from DER, 196' right of centerline, 8' AGL/5889' MSL.  
Multiple trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.  
Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.  
Vehicles on roads beginning 2812' from DER, on centerline, up to 17' AGL/5946' MSL.  
Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.
- RWY 17L: Multiple trees beginning 2968' from DER, 761' right of centerline, 100' AGL/5976' MSL.

# AIRPORT DIAGRAM

DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)  
 AL-5612 (FAA)  
 DENVER, COLORADO

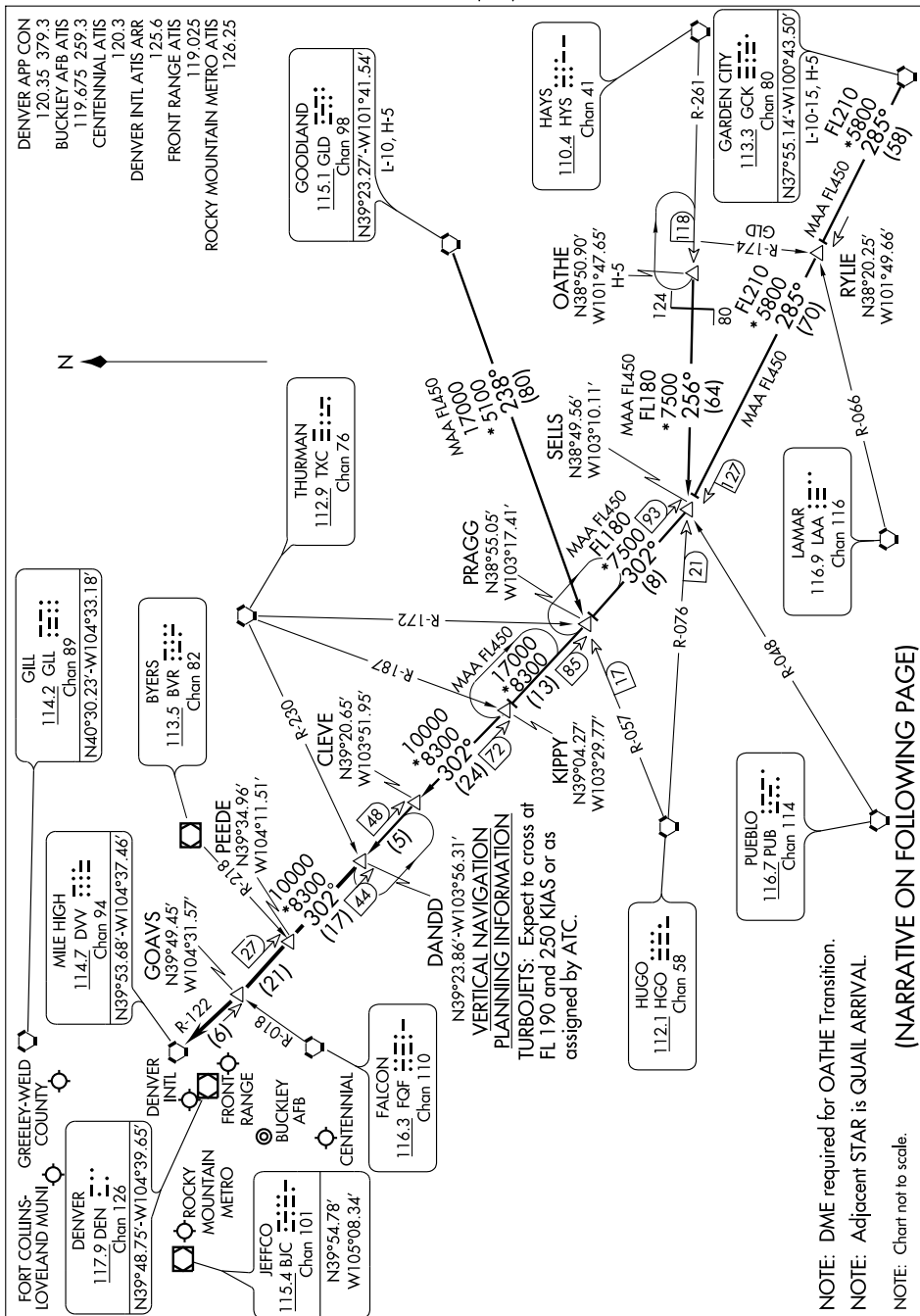


SW-1, 22 OCT 2009 to 19 NOV 2009

## DANDD FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

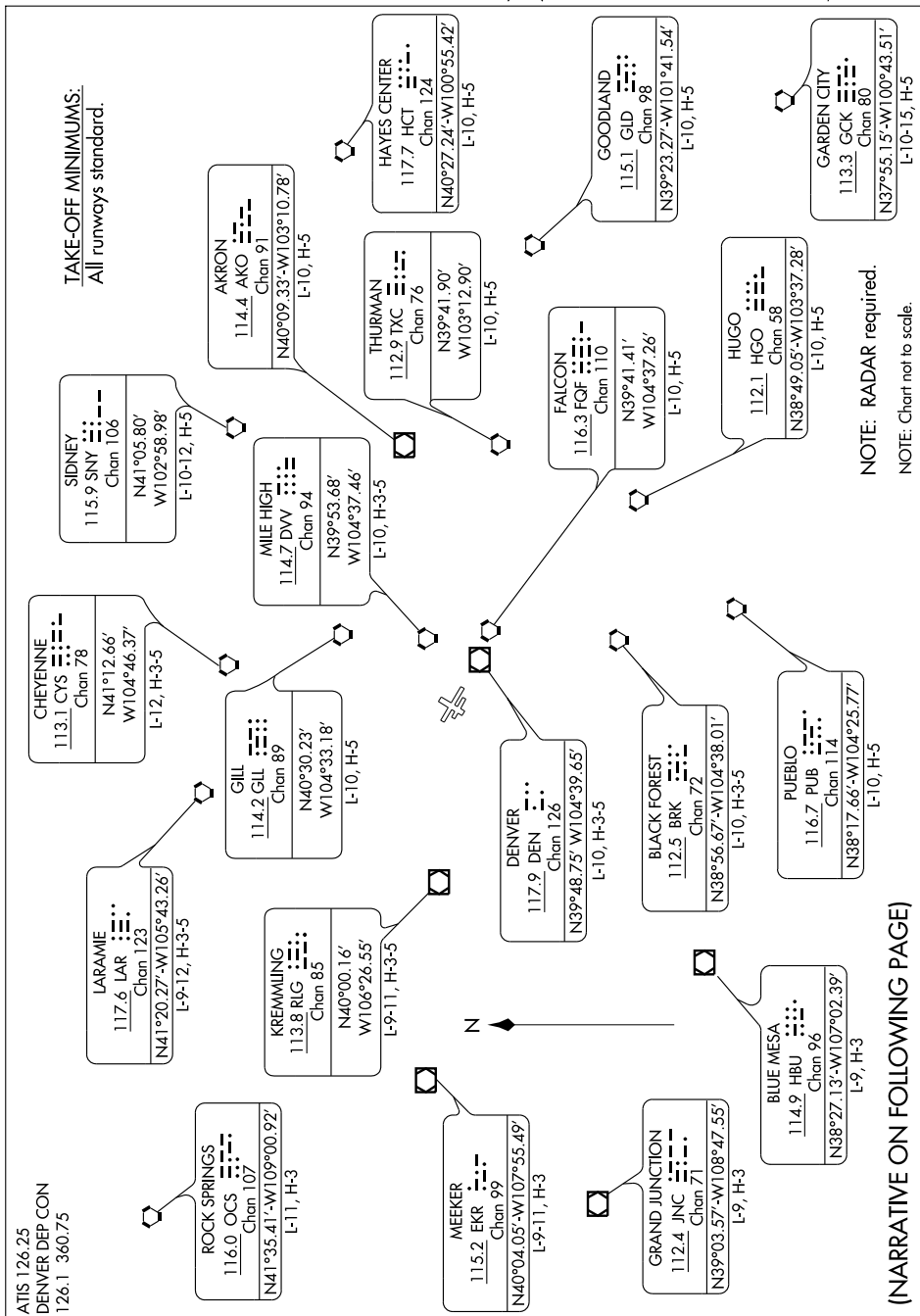
GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

## DENVER FIVE DEPARTURE

DENVER/ ROCKY MOUNTAIN METROPOLITAN (BJC)  
SL-5612 (FAA) DENVER, COLORADO



## DENVER FIVE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION


Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

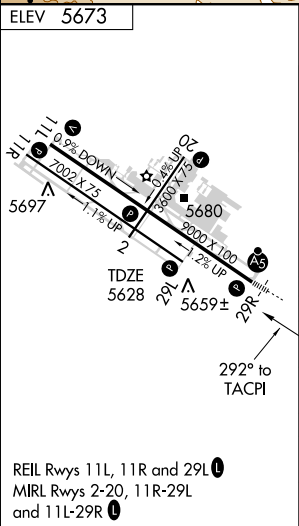
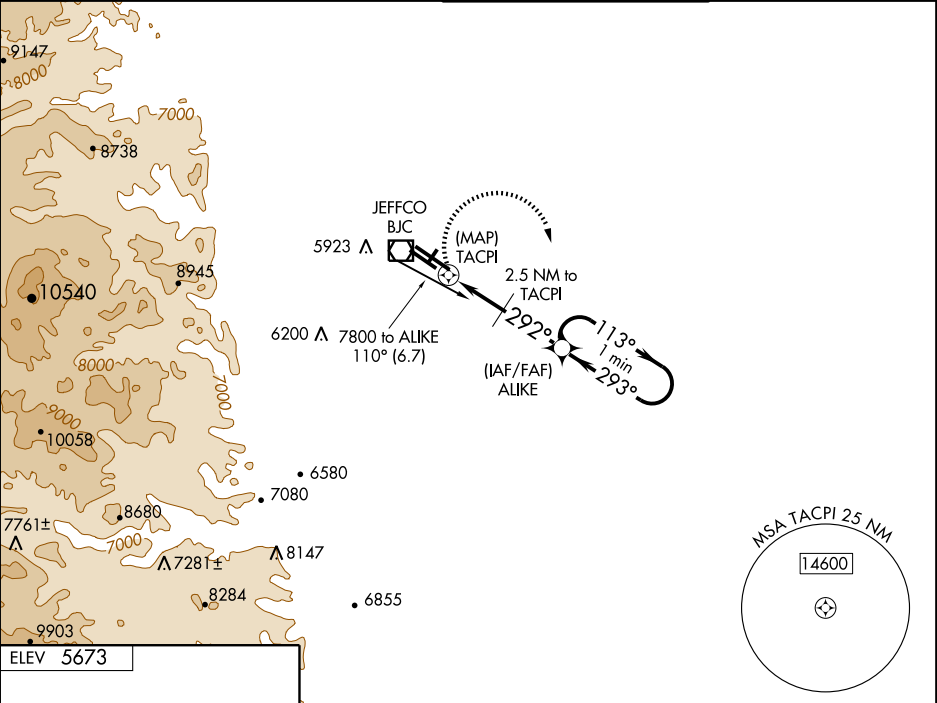
GPS RWY 29L




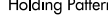

APP CRS	Rwy Idg	7002
292°	TDZE	5628
	Apt Elev	5673

DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)

 <b>NA</b>	When control tower closed, use Denver Intl altimeter setting. DME/DME RNP-0.3 NA	MISSED APPROACH: Climbing right turn to 7000 direct ALIKE WP and hold.
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ATIS <b>126.25</b>	DENVER APP CON <b>126.1 360.75</b>	METRO TOWER ★ <b>118.6 (CTAF) 233.7</b>	GND CON <b>121.7</b>
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	7000	ALIKE	ALIKE	One Minute Holding Pattern
				
		2.5 NM to TACPI		113° → 7000 ← 293°
		TACPI	292°	6300
	0.5	2.5 NM	2.3 NM	
CATEGORY	A	B	C	D
S-29L	6040-1	412 (400-1)	6040-1¼	412 (400-1¼)
CIRCLING	6180-1	507 (600-1)	6240-1½ 567 (600-1½)	6240-2 567 (600-2)
DENVER INTL ALTIMETER SETTING MINIMUMS				
S-29L	6120-1	492 (500-1)	6120-1¼ 492 (500-1¼)	6120-1½ 492 (500-1½)
CIRCLING	6260-1	587 (600-1)	6320-1¾ 647 (700-1¾)	6320-2 647 (700-2)

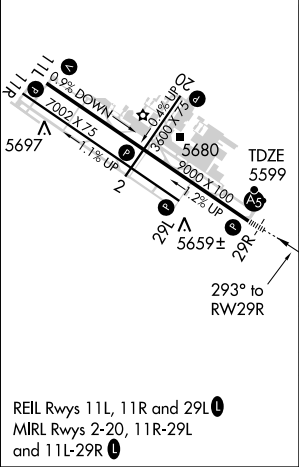
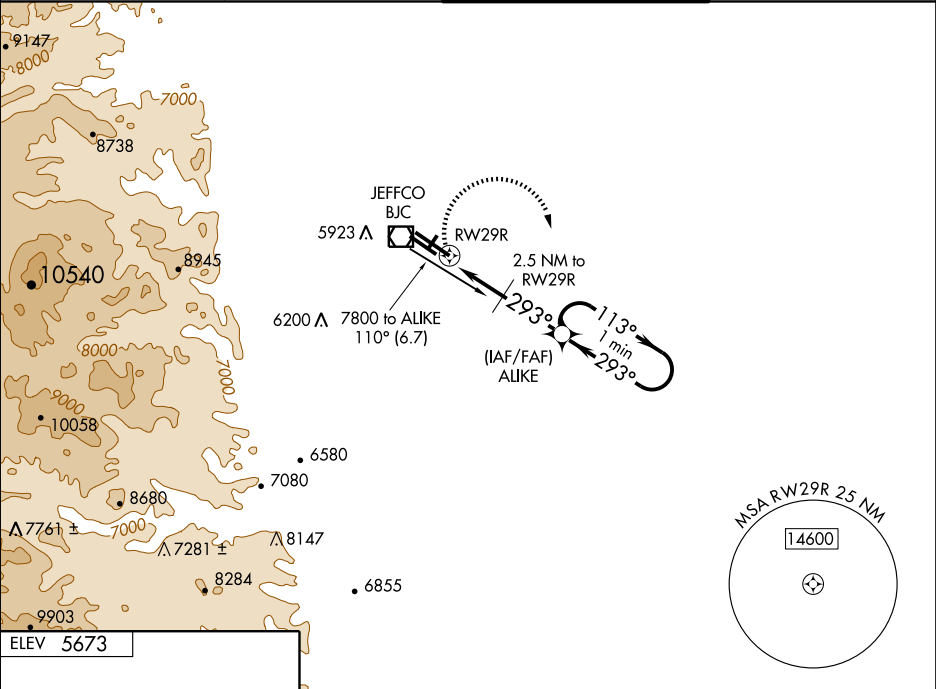
APP CRS	Rwy Idg	9000
293°	TDZE	5599
	Apt Elev	5673

GPS RWY 29R

DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)

<p><b>▲</b> When control tower closed, use Denver Intl altimeter setting.</p> <p><b>▲ NA</b> For inoperative MALSR, increase S-29R Cat. D visibility to 1¼ mile. Inoperative table does not apply to S-29R Cat. D. DME/DME RNP -0.3 NA.</p>	<p>MALSR</p> <p><b>AS</b></p>	<p>MISSED APPROACH: Climbing right turn to 7000 direct ALIKE WP and hold.</p>
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ATIS <b>126.25</b>	DENVER APP CON <b>126.1 360.75</b>	METRO TOWER★ <b>118.6 (CTAF) 0 233.7</b>	GND CON <b>121.7</b>
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	7000	ALIKE	ALIKE	One Minute Holding Pattern
		2.5 NM to RWY 29R	2.5 NM to RWY 29R	113° → 7000
		293°	293°	← 293°
		6300		
		2.5 NM	2.4 NM	
CATEGORY	A	B	C	D
S-29R	6000-½ 401 (400-½)		6000-¾ 401 (400-¾)	6000-1 401 (400-1)
CIRCLING	6180-1 507 (600-1)		6240-1½ 567 (600-1½)	6240-2 567 (600-2)
DENVER INTL ALTIMETER SETTING MINIMUMS				
S-29R	6100-½ 501 (500-½)		6100-1 501 (500-1)	
CIRCLING	6260-1 587 (600-1)		6320-1¾ 647 (700-1¾)	6320-2 647 (700-2)

LOC I-BJC	APP CRS	Rwy 29R Idg	<b>9000</b>	Rwy 29L Idg	<b>7002</b>
<u>111.7</u>	<b>293°</b>	TDZE	<b>5595</b>	TDZE	<b>5625</b>
		Apt Elev	<b>5670</b>	Apt Elev	<b>5670</b>

DENVER/ ILS or LOC RWY 29R  
ROCKY MOUNTAIN METROPOLITAN (B.JC)

<b>T</b>	When control tower closed use Denver Intl altimeter setting.
<b>A</b>	For inoperative MALS-R, increase S-LOC 29R Cat. D visibility ¼ mile; and increase Denver Intl altimeter setting S-ILS 29R Cats. A, B, C, D visibility ½ mile.



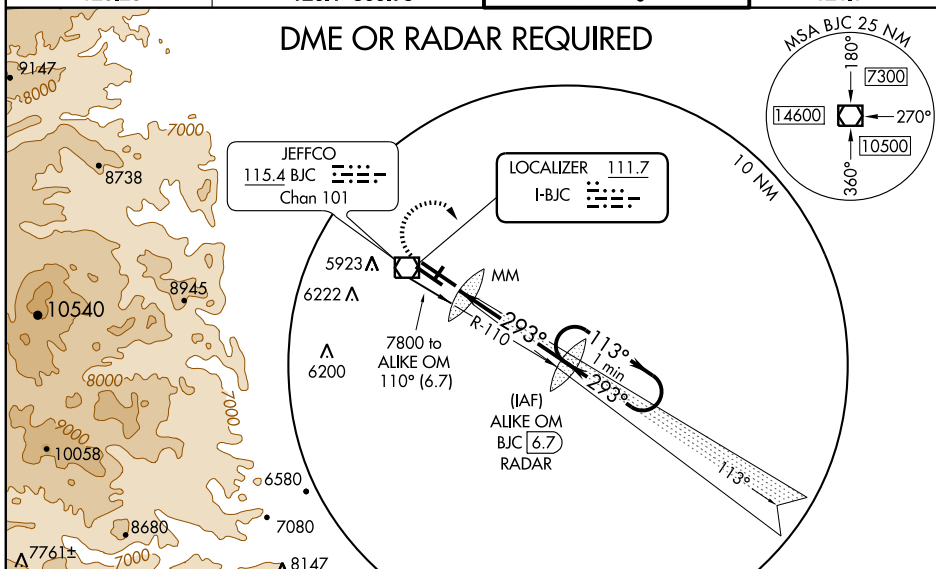
**MISSED APPROACH:** Climb to 6300 then climbing right turn to 7200 via BJC VOR/DME R-110 to Alike OM/BJC 6.7 DME/RADAR and hold.

ATIS <b>126-25</b>	DENVER APP CON <b>126-1 360-75</b>
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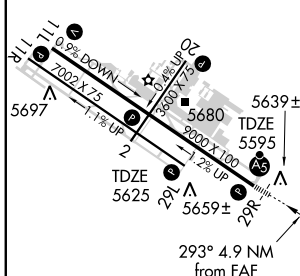
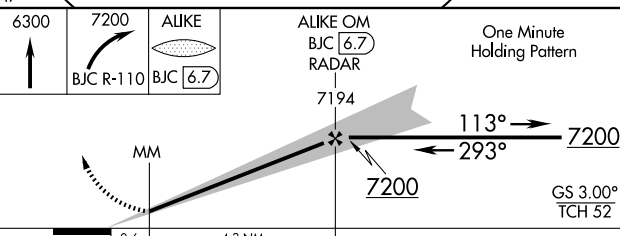
METRO TOWER ★  
118.6 (CTAF) **L** 233.7

GND CON  
121.7

## DME OR RADAR REQUIRED



ELEV 5670



REIL Rwy 11L, 11R and 29L **L**  
MIRL Rwy 2-20, 11R-29L  
and 11L-29R **L**

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 29R	5795-1/2 200 (200-1/2)			
S-LOC 29R	5900-1/2 305 (300-1/2)			5900-3/4 305 (300-3/4)
SIDESTEP 29L	5920-1	295 (300-1)	5920-1 1/2 295 (300-1 1/2)	5920-2 295 (300-2)
CIRCLING	6180-1	510 (600-1)	6240-1 1/2 570 (600-1 1/2)	6240-2 570 (600-2)

## DENVER INTL ALTIMETER SETTING MINIMUMS

S-ILS 29R	5877-1/2 282 (300-1/2)			
S-LOC 29R	5980-1/2 385 (400-1/2)			5980-3/4 385 (400-3/4)
SIDESTEP 29L	6000-1 375 (400-1)		6000-1 1/2 375 (400-1 1/2)	6000-2 375 (400-2)
CIRCLING	6260-1 590 (600-1)		6320-1 3/4 650 (700-1 3/4)	6320-2 650 (700-2)



NOTE: Adjacent STAR is SAYGE ARRIVAL.

NOTE: Chart not to scale.

NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....


ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....


....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.


DENVER APP CON  
119.3 307.3  
BUCKLEY AFB ATIS  
119.675 259.3  
CENTENNIAL ATIS  
120.3  
DENVER INTL ATIS ARR  
125.6  
FRONT RANGE ATIS  
119.025  
ROCKY MOUNTAIN METRO ATIS  
126.25

GILL  
114.2 GLL   
Chan 89  
N40°30.23'-W104°33.18'

FORT COLLINS-  
LOVELAND MUNI 

  
GREELEY-  
WELD COUNTY


DENVER  
117.9 DEN   
Chan 126  
N39°48.75'-W104°2


JEFFCO  
115.4 BJC   
Chap 101


HUUGE  
N39°34.72'  
W104°47.91'

PAYDD  
N39°24.10'  
W105°04.73'

LARKS  
N39°15.44'-W105°18.31'  
VERTICAL NAVIGATION  
PLANNING INFORMATION  
TURBOJET: Expect to cross at  
17000 and 250 KIAS or as  
assigned by ATC.

FALCON  
116.3 FQF   
Chan 110  
N39°41.41'  
W104°37.26'

RED TABLE  
113.0 DBL   
Chan 77

BLUE MESA  
114.9 HBU   
Chan 96

BLACK FOREST  
12.5 BRK

MAA FL450  
— FL280  
1650

HICKY  
N38°46.28'  
W106°03.38'

PAPPA  
N38°29.61'  
W106°28.70'


LOPEC  
N38°05.5'  
W106°51.5'  
H-3


RATTLESNAKE  
115.3 RSK   
Chan 100

L-8. H-4

CANON  
8°23.75'  
05°59.51'

MAA FL450  
FL200  
\*15400  
— 262° —  
(74)

PUEBLO  
116.7 PUB   
Chan 114  
N38°17.66'-W104°25.77'  
L-10, H-5

ALAMOSA  
113.9 ALS   
Chan 86

L-8-9. H-4-5

NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1 22 OCT 2009 to 19 NOV 2009

## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

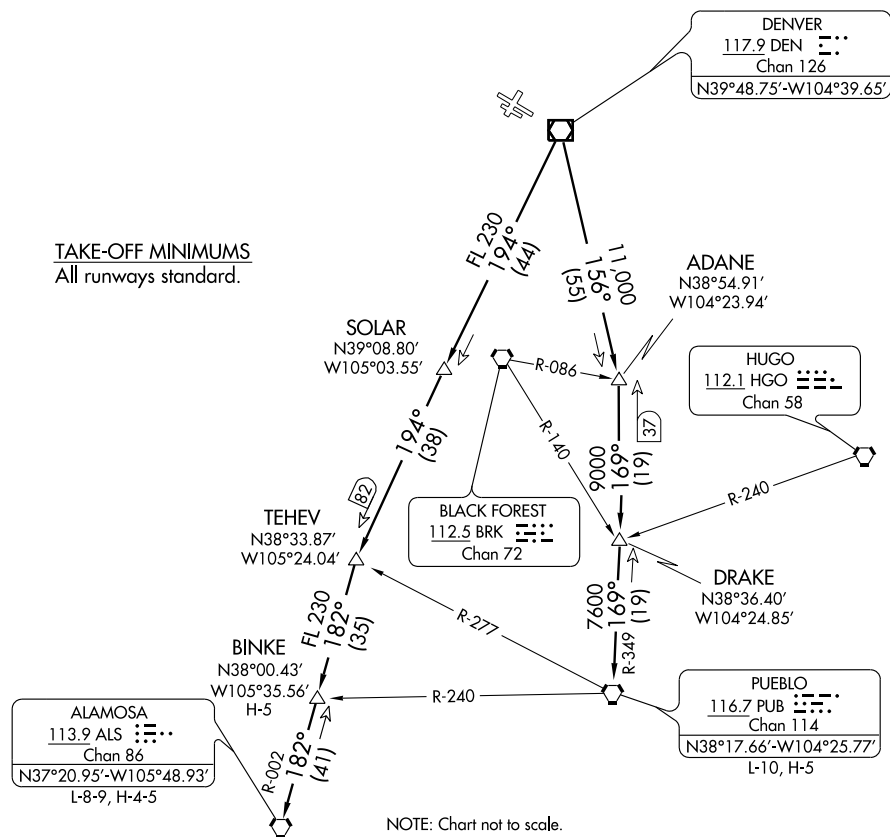
PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.



## PIKES FOUR DEPARTURE

DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)  
SL-5612 (FAA) DENVER, COLORADOATIS 126.25  
DENVER DEP CON  
126.1 360.75TAKE-OFF MINIMUMS  
All runways standard.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.





## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

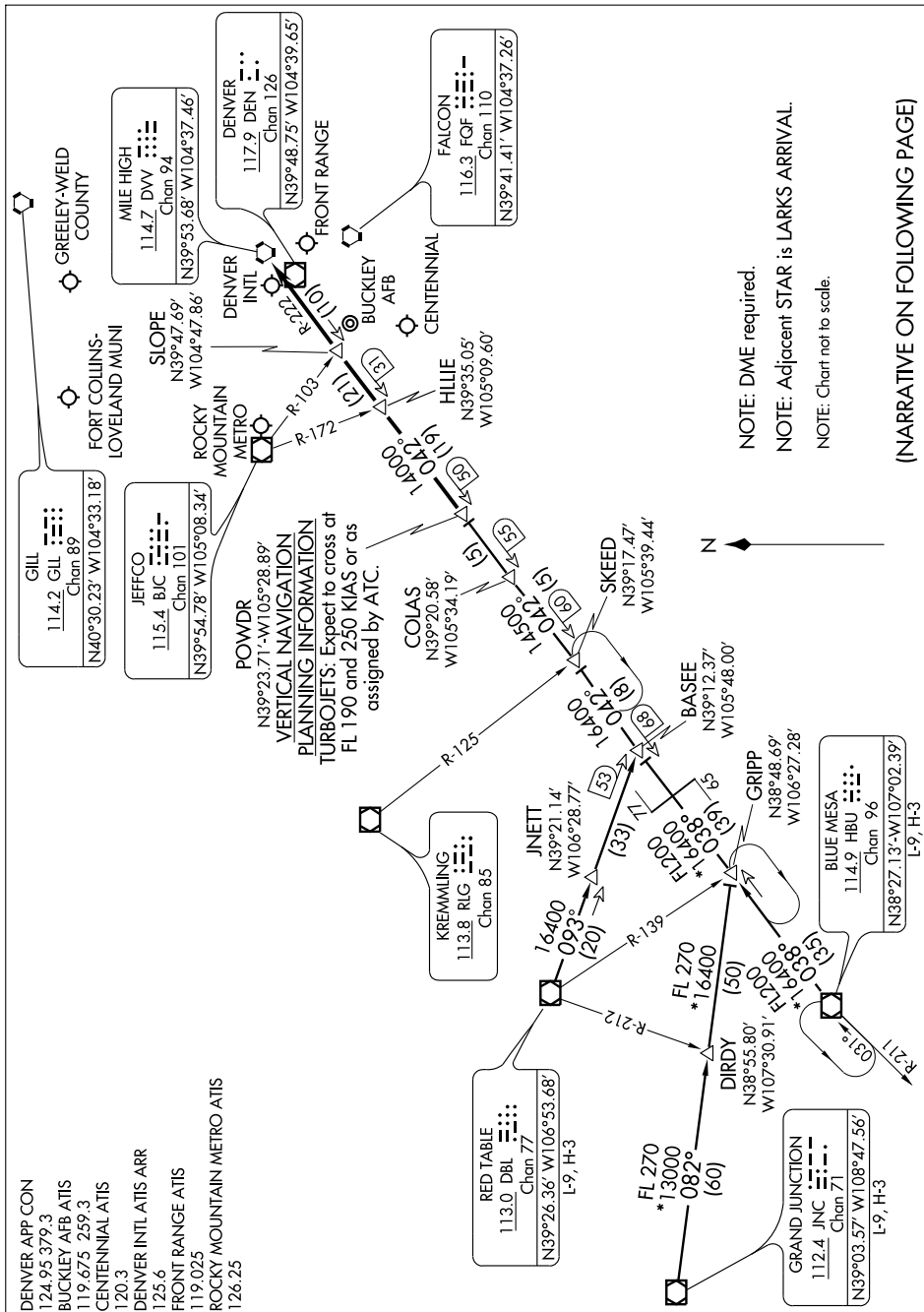
GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.



## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VORTAC via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

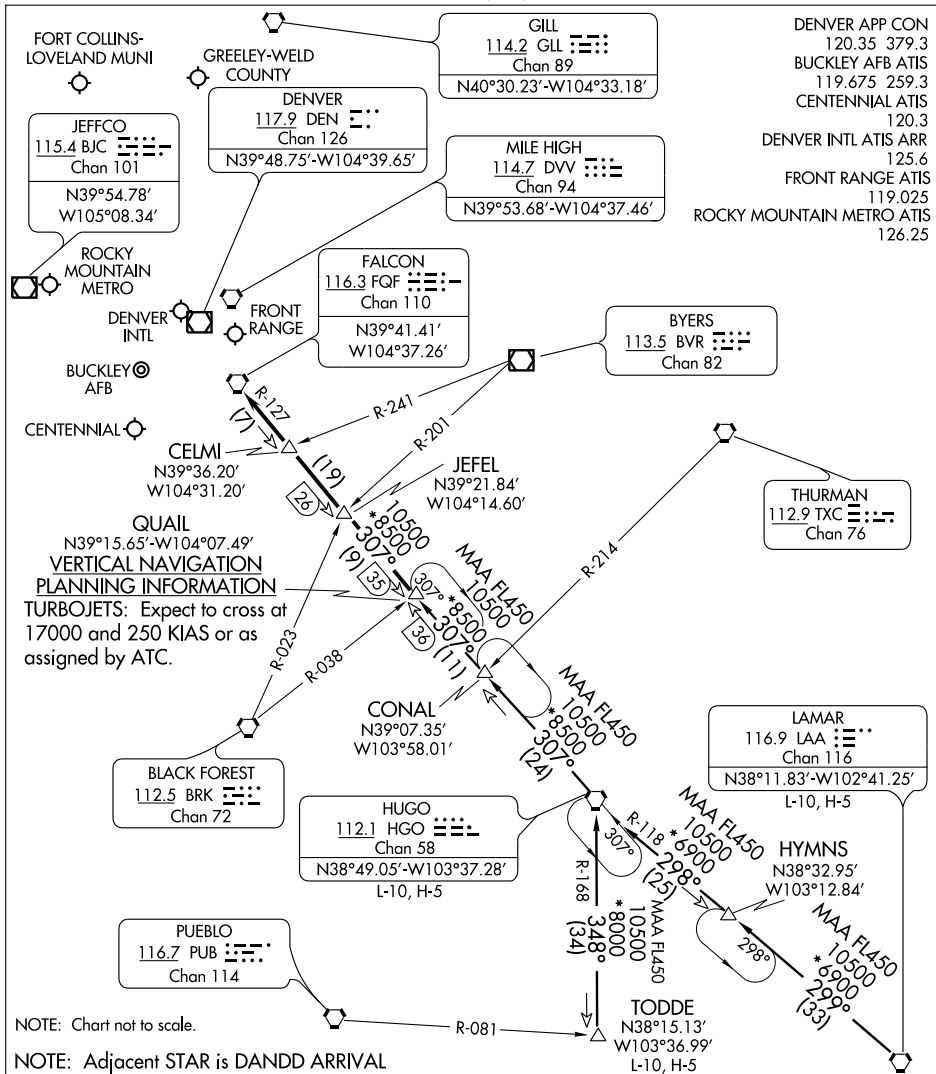
RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

## QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



**HUGO TRANSITION (HGO.QUAIL6):** From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

**LAMAR TRANSITION (LAA.QUAIL6):** From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to QUAIL INT. Thence....

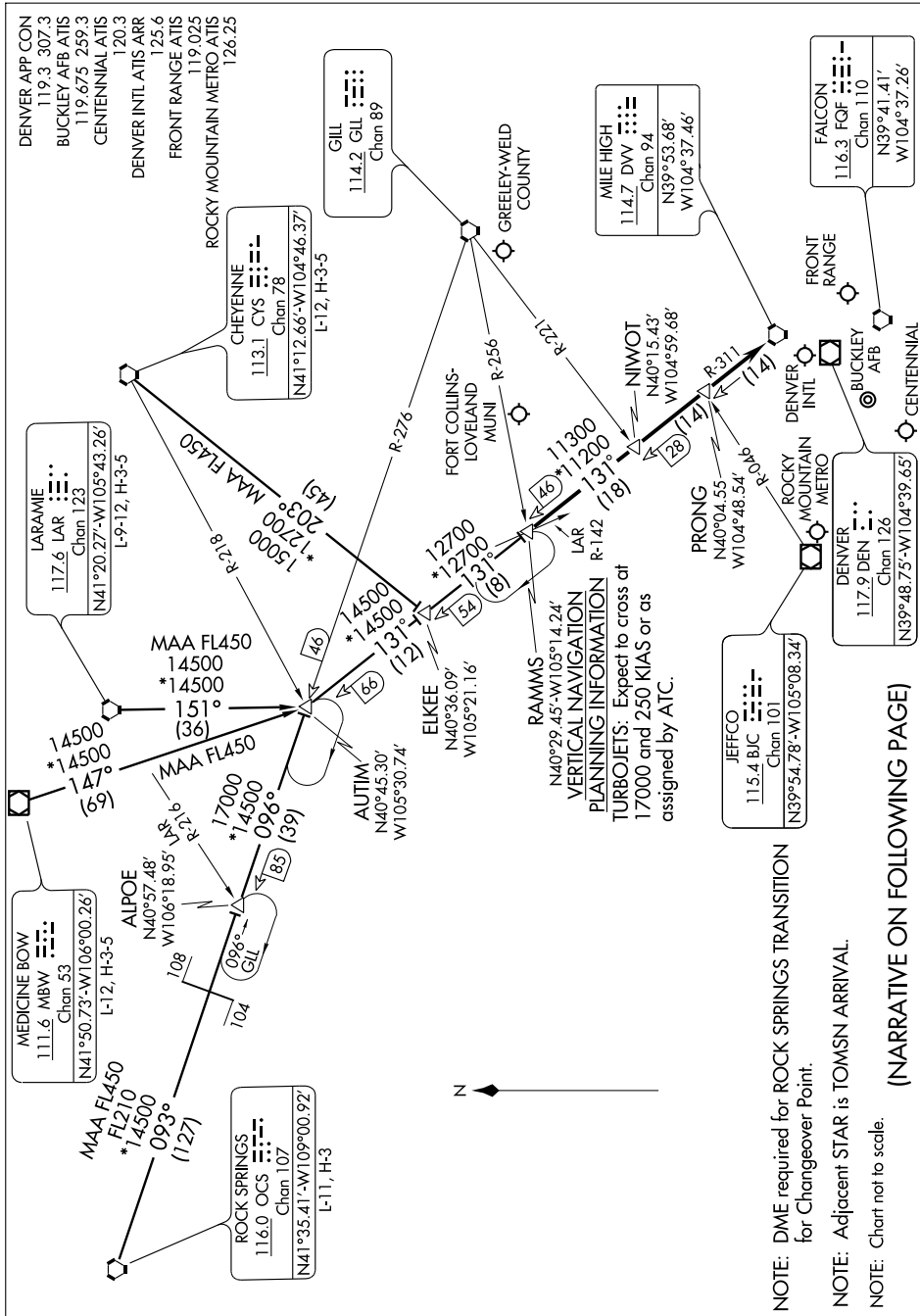
**TODDE TRANSITION (TODDE.QUAIL6):** From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC.  
 Expect radar vectors to the final approach course at or before FQF VORTAC.

## RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

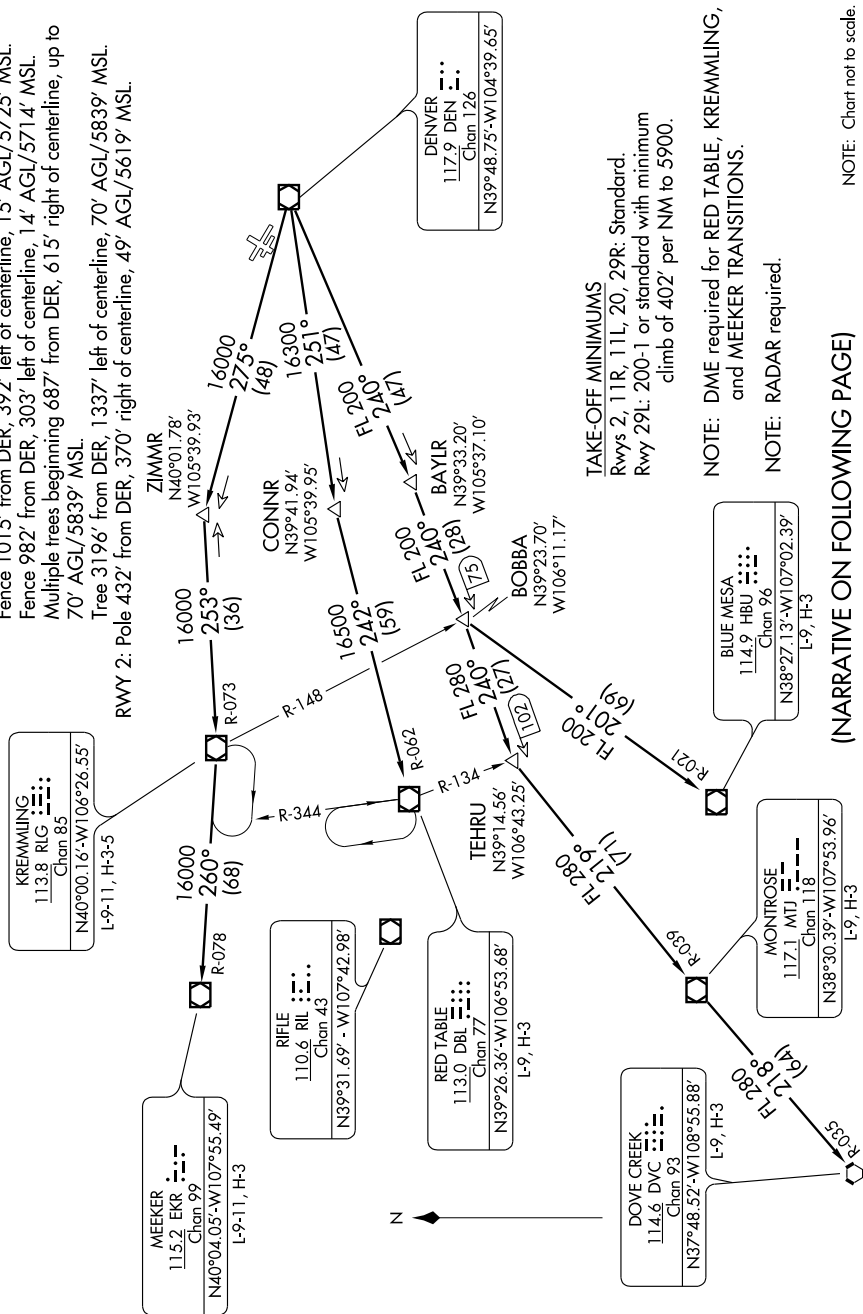
ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VORTAC via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.



ATIS 126.25  
DENVER DEP  
126.1 360.7

RWY 29L: Terrain beginning 45' from DER, 292' left of centerline, up to 5839' MSL.  
 Fence 1015' from DER, 392' left of centerline, 15' AGL/5725' MSL.  
 Fence 982' from DER, 303' left of centerline, 14' AGL/5714' MSL.  
 Multiple trees beginning 687' from DER, 615' right of centerline, up to 70' AGL/5839' MSL.  
 Tree 3196' from DER, 1337' left of centerline, 70' AGL/5839' MSL.  
 RWY 2: Pole 432' from DER, 370' right of centerline, 49' AGL/5619' MSL.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1. 22 OCT 2009 to 19 NOV 2009

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

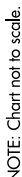
DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.



## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.



## ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....


KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

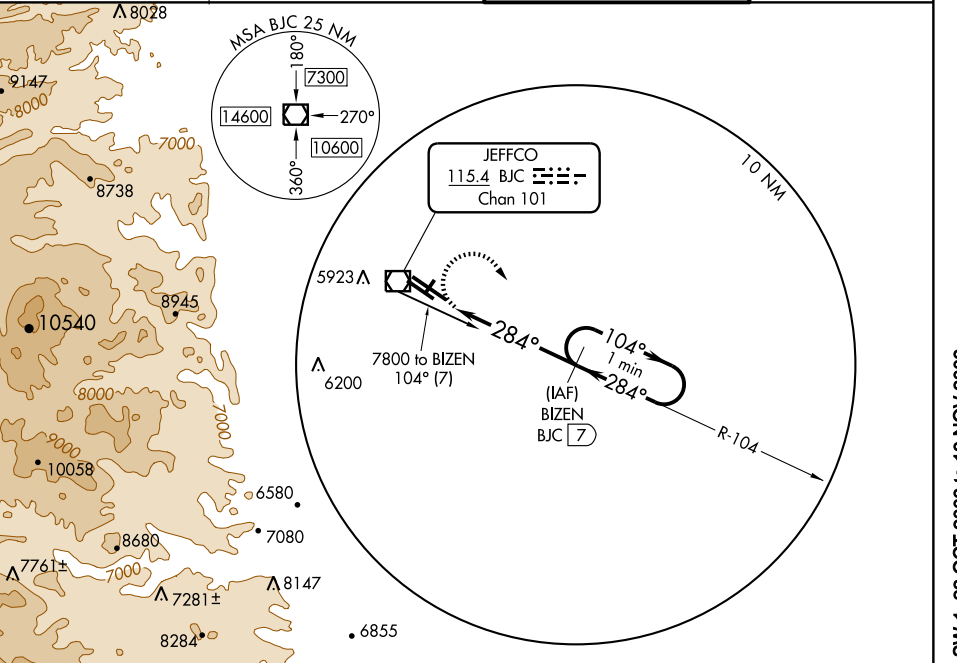
When tower closed, use Denver Intl altimeter setting. For inoperative MALSR, increase Denver Intl altimeter setting S-29R Cat. D visibility to 1¼ mile. Inoperative table does not apply to local altimeter setting S-29R Cat. D.

MALSR 29R



MISSED APPROACH: Climbing right turn to 7000 via BJC R-104 to BIZEN/7 DME and hold.

ATIS 126.25	DENVER APP CON 126.1 360.75	METRO TOWER ★ 118.6 (CTAF) 0 233.7	GND CON 121.7
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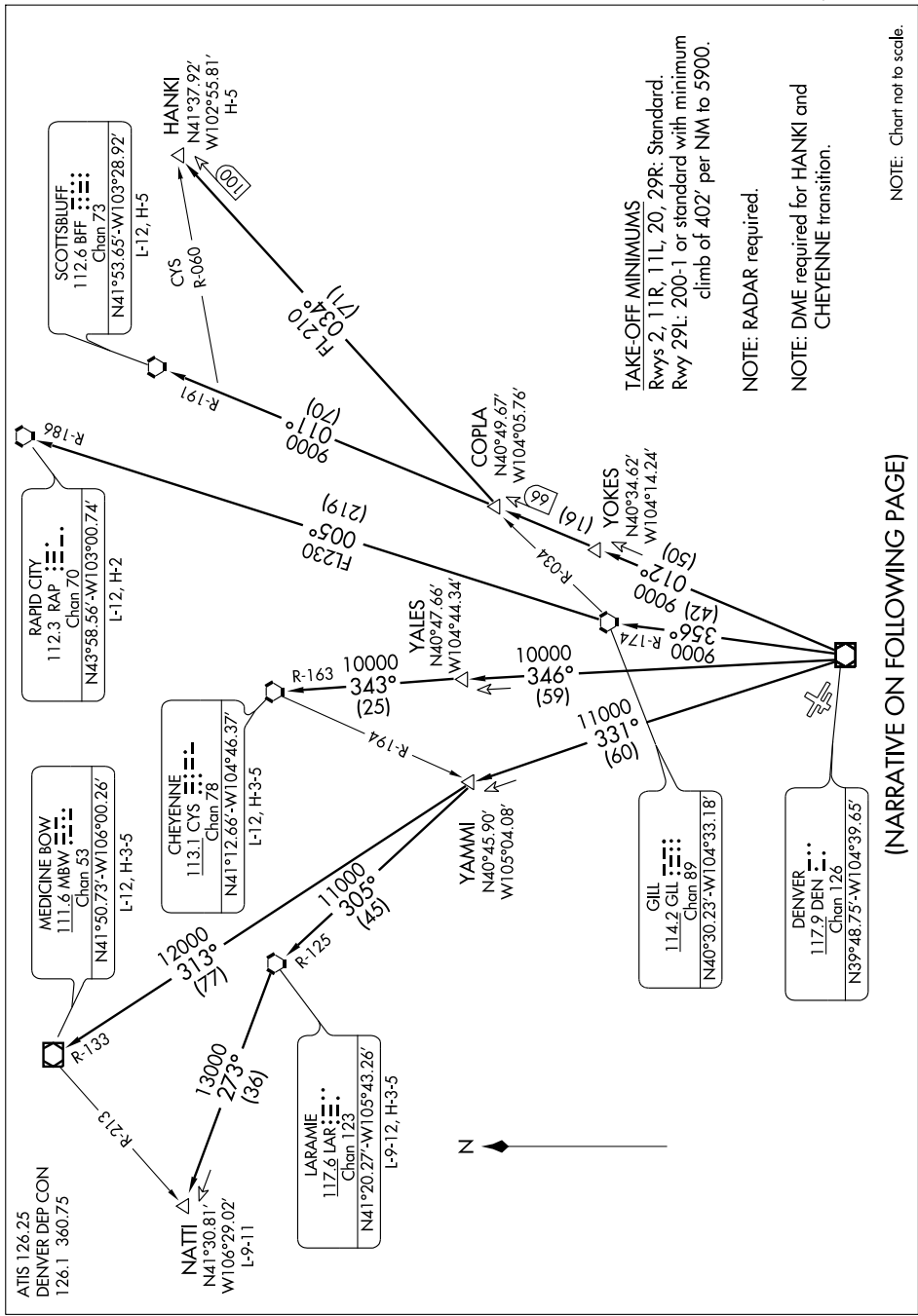
ELEV 5670

Diagram illustrating the 284° approach and 104° turn, showing the 7000 holding pattern and the 104° turn. The diagram includes the following details:

- Approach path: 284° 5.2 NM from FAF.
- Altitude: 5639 ±.
- TDZE: 5595.
- Obstacles: 5680, 5659 ±, 5625.
- Runway: 29L, 29R.
- Turn: 104° turn to 7000.
- Distance: 1.1 NM up, 1.2 NM up.
- Gradient: 0.9% DOWN, 0.4% UP.
- Distance: 7002 X 75, 2000 X 100.
- Distance: 1.1 NM, 1.2 NM.

REIL Rwy 11L, 11R and 29L  
MIRL Rwy 2-20, 11R-29L and 11L-29R

7000 BJC R-104		BIZEN BJC 7		BIZEN BJC 7		One Minute Holding Pattern	
BJC 1.9		284°		104°		7000	
.04		29L 5.2 NM		29R 5.2 NM			
CATEGORY		A		B		C	
S-29R		5900-½		305 (300-½)		5900-1 305 (300-1)	
S-29L		5920-1		295 (300-1)			
CIRCLING		6180-1		510 (600-1)		6240-1½ 570 (600-1½)	
						6240-2 570 (600-2)	
DENVER INTL ALTIMETER SETTING MINIMUMS							
S-29R		5980-½		385 (400-½)		5980-1 385 (400-1)	
S-29L		6000-1		375 (400-1)		6000-1¼ 375 (400-1¼)	
CIRCLING		6260-1		590 (600-1)		6320-1¾ 650 (700-1¾)	
						6320-2 650 (700-2)	



(NARRATIVE ON FOLLOWING PAGE)



## YELLOWSTONE SIX DEPARTURE

SL-5612 (FAA)

DENVER, COLORADO



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.  
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 29L: Terrain beginning 45' from DER, 292' left of centerline, up to 5839' MSL.

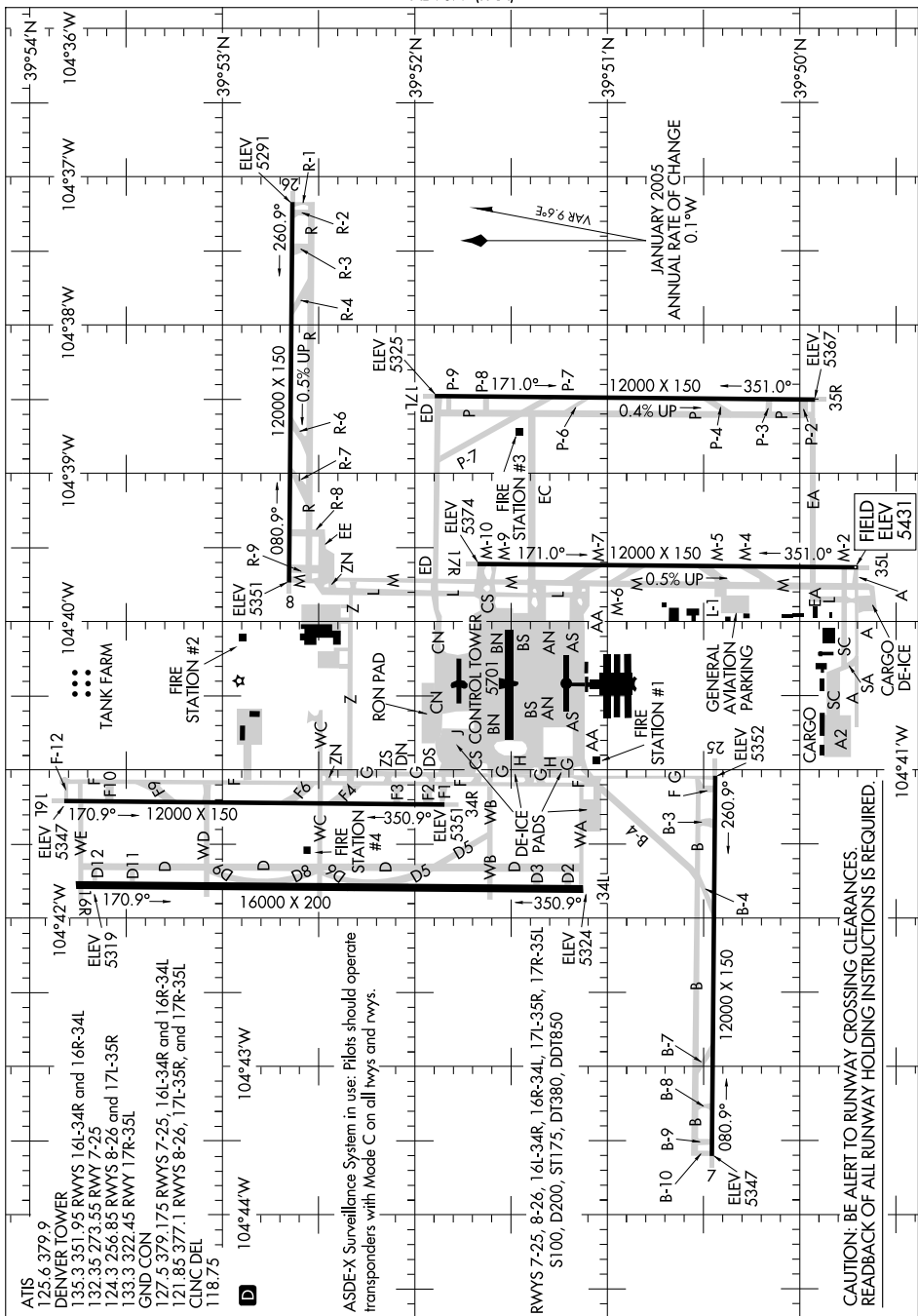
Fence 1015' from DER, 392' left of centerline, 15' AGL/5725' MSL.

Fence 982' from DER, 303' left of centerline, 14' AGL/5714' MSL.

Multiple trees beginning 687' from DER, 615' right of centerline, up to 70' AGL/5839' MSL.

Tree 3196' from DER, 1337' left of centerline, 70' AGL/5839' MSL.

RWY 2: Pole 432' from DER, 370' right of centerline, 49' AGL/5619' MSL.



SW-1 22 OCT 2009 to 19 NOV 2009

## DENVER, COLORADO



NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

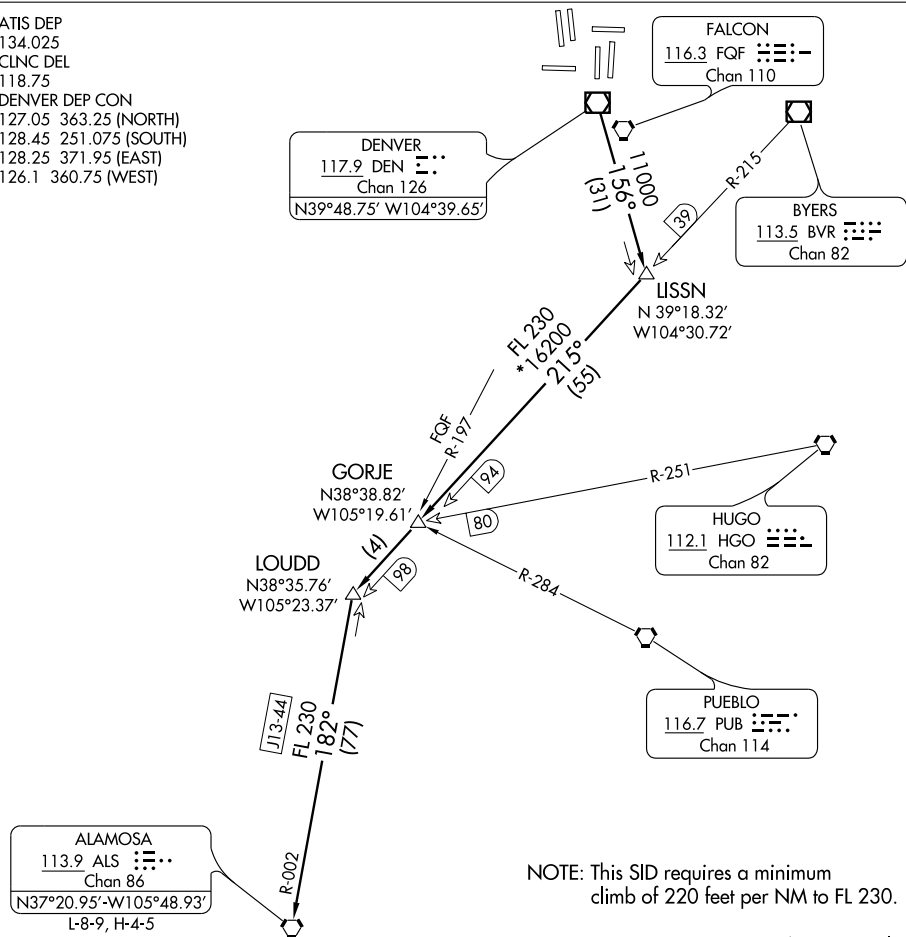
GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

ATIS DEP  
 134.025  
 CLNC DEL  
 118.75  
 DENVER DEP CON  
 127.05 363.25 (NORTH)  
 128.45 251.075 (SOUTH)  
 128.25 371.95 (EAST)  
 126.1 360.75 (WEST)



## DEPARTURE ROUTE DESCRIPTION

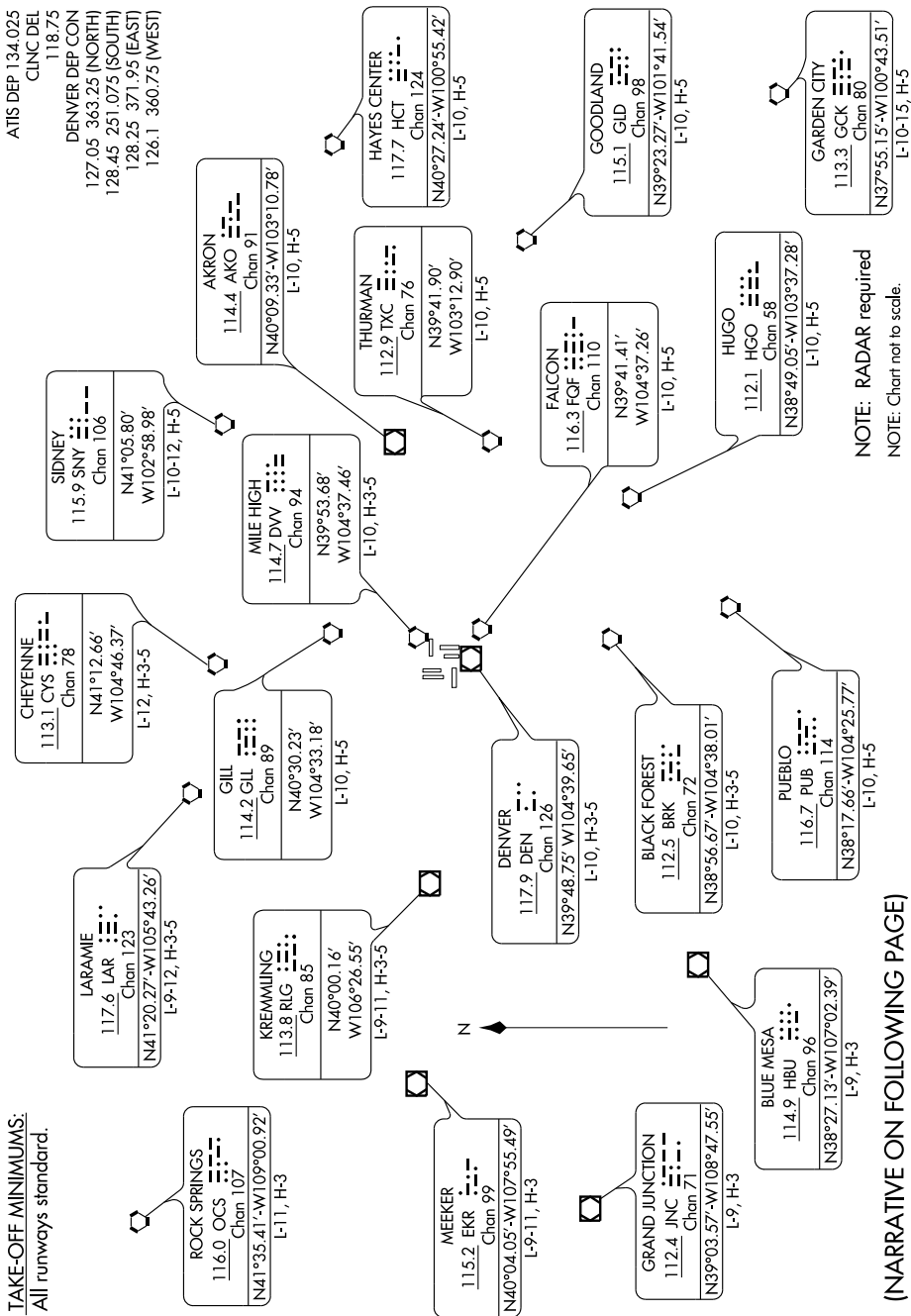
Fly assigned heading for radar vectors to assigned route. Maintain 10000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.

**LOST COMMUNICATIONS:** If no transmissions are received within 1 minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned route. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

**ALAMOSA TRANSITION (DCBEL2.ALS):** From over DEN VOR/DME via DEN R-156 to LISSN INT, then via BVR R-215 and ALS R-002 to ALS VORTAC.

## DENVER FIVE DEPARTURE

SL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

(NARRATIVE ON FOLLOWING PAGE)



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

DENVER, COLORADO

AL-9077 (FAA)

LOC/DME I-DZG	APP CRS	Rwy Idg	12000
<b>111.55</b>	<b>079°</b>	TDZE	<b>5348</b>
Chan <b>52</b> (Y)		Apt Elev	<b>5431</b>

# ILS or LOC RWY 7

## DENVER INTL (DEN)

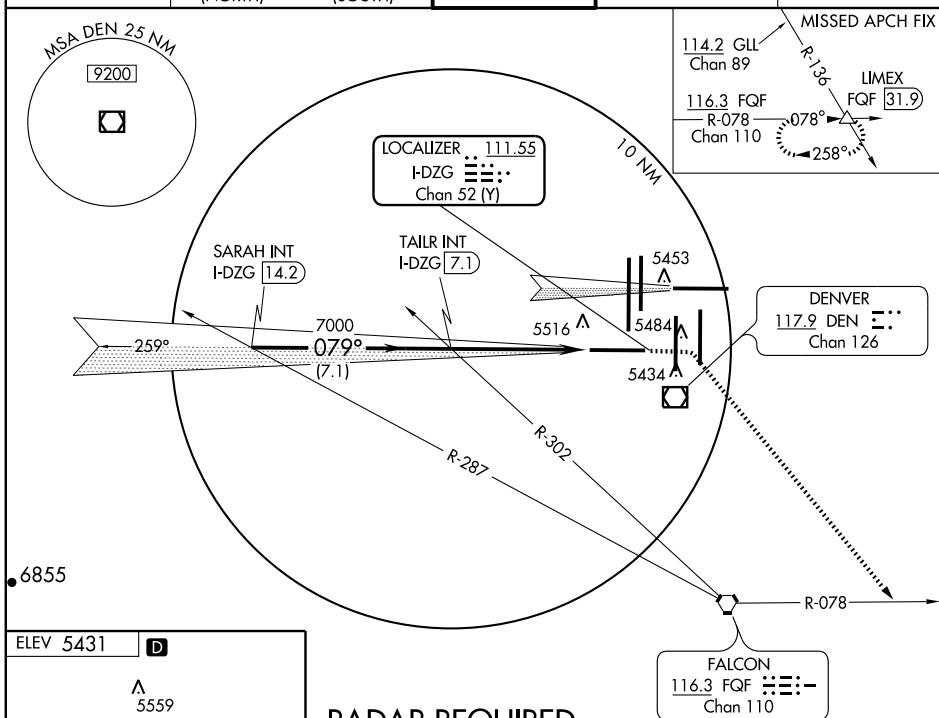
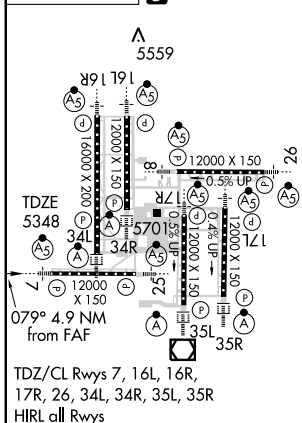
**Simultaneous approaches authorized with Rwy 8.**  
 S-LOC minima not authorized during simultaneous operations.  
 For inoperative MALSR, increase S-LOC Cat D visibility to RVR 5000.

MALSR



**MISSED APPROACH:** Climb to 5900, then climbing right turn to 10000 via 130° heading FQF VORTAC R-078 to LIMEX INT/FQF 31.9 DME and hold.

ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>132.35 273.55</b>	GND CON <b>127.5 379.175</b>	CLNC DEL <b>118.75</b>
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ELEV 5431 **D**

## RADAR REQUIRED

SARAH INT I-DZG <b>14.2</b>	5900	10000	FQF R-078 <b>116.3</b>	LIMEX △
*9000	079°	6994	7000	I-DZG <b>2.2</b>
GS 3.00° TCH 55	*or as assigned by ATC	7.1 NM	4.9 NM	
CATEGORY	A	B	C	D
S-ILS 7	5548/18 200 (200-½)			
S-LOC 7	5640/24 292 (300-½)			5640/40 292 (300-¾)
CIRCLING	NA			

FAF to MAP 4.9 NM				
Knots	60	90	120	150
Min:Sec	4:54	3:16	2:27	1:58

SW-1. 22 OCT 2009 to 19 NOV 2009

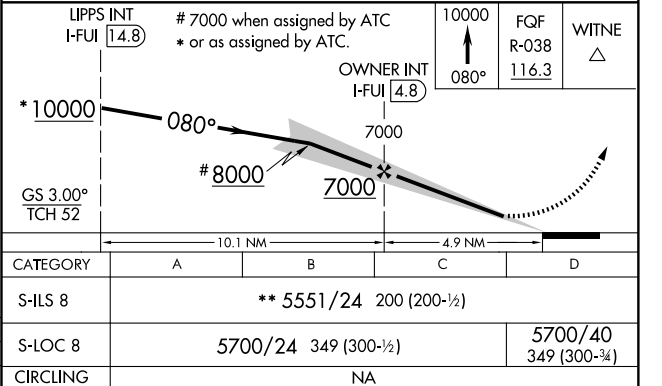
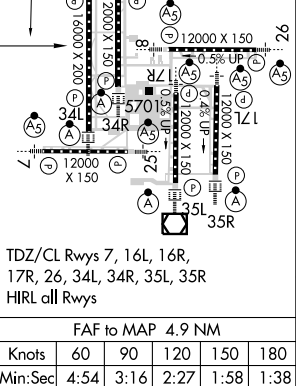
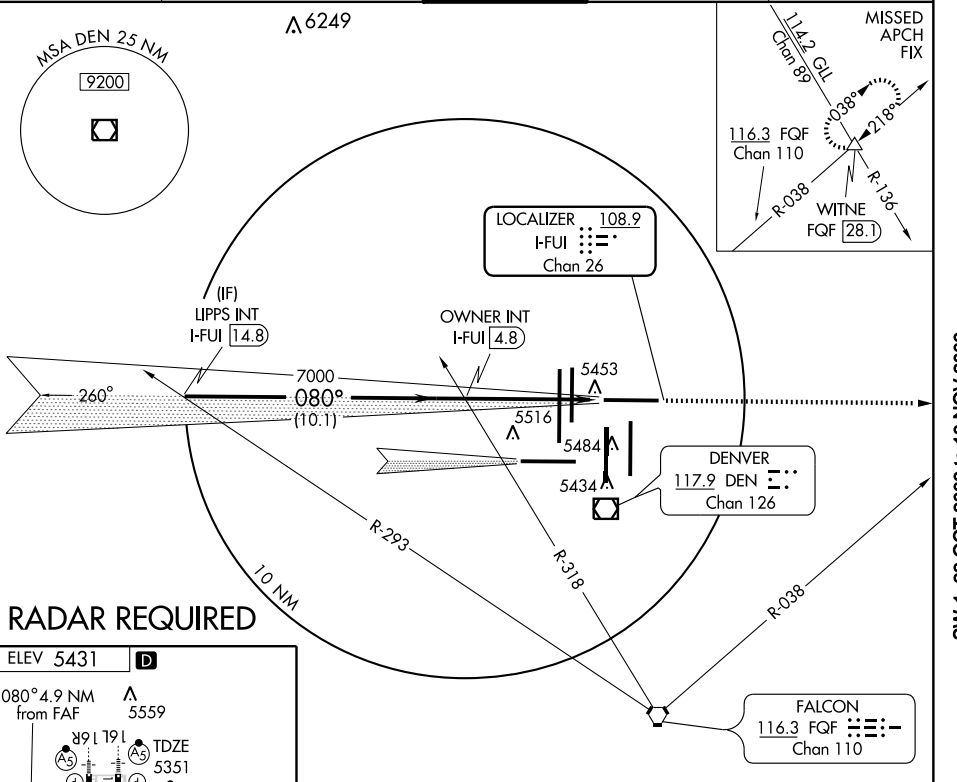


**Simultaneous approaches authorized with Rwy 7.**  
S-LOC minima not authorized during simultaneous operations.  
\*\* RVR 1800 authorized with the use of FD or AP or HUD to DA.

**MALSR**

**MISSED APPROACH:** Climb to 10000 via 080° heading and FGF VORTAC R-038 to WITNE INT/ FGF 28.1 DME and hold.

ATIS 125.6 379.9	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 124.3 256.85	GND CON 121.85 377.1	CLNC DEL 118.75
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AL-9077 (FAA)

LOC/DME I-DQQ <b>111.9</b> Chan <b>56</b>	APP CRS <b>170°</b>	Rwy Idg <b>16000</b> TDZE <b>5323</b> Apt Elev <b>5431</b>
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## ILS or LOC RWY 16R

DENVER INTL (DEN)

Simultaneous approaches authorized with Rwy 17L and 17R.  
S-LOC minima not authorized during simultaneous operations.

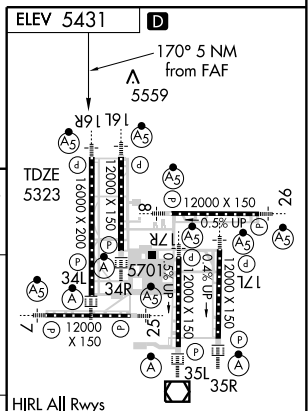
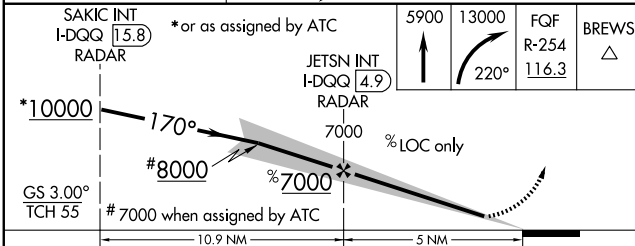
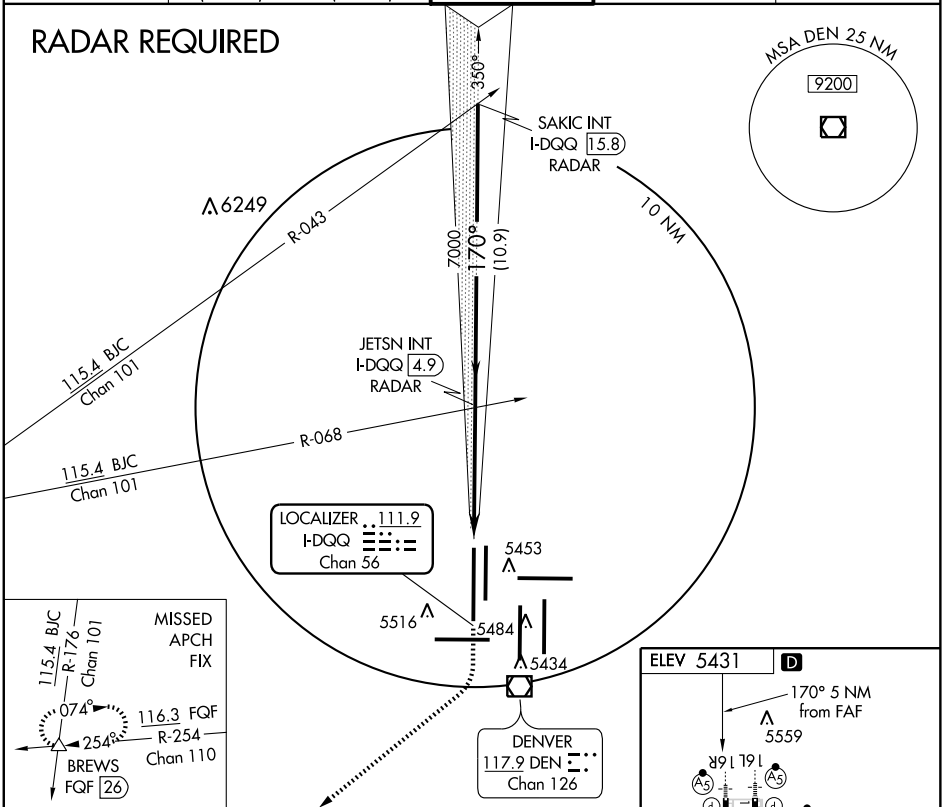
MALSR

**MISSED APPROACH:** Climb to 5900, then climbing right turn to 13000 via 220° heading and FQF VORTAC R-254 to BREWS INT/FQF 26 DME and hold.

ATIS 125.6 379.9	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75
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## RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 16R	5523/18 200 (100-½)			
S-LOC 16R	5680/24 357 (300-½)			5680/40 357 (300-¾)
CIRCLING	NA			

TDZ/CL Rwy's 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R					
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

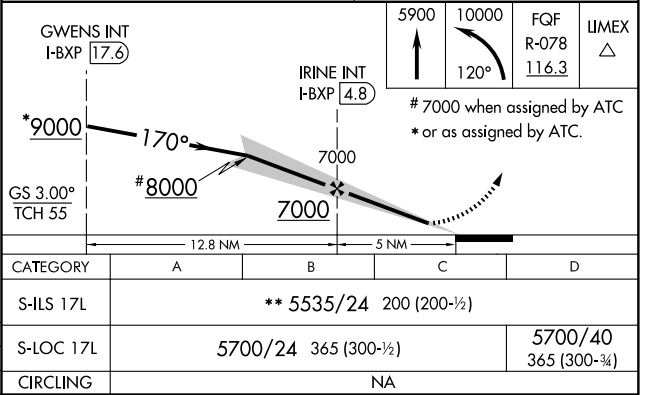
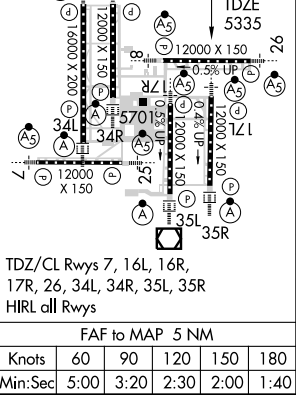
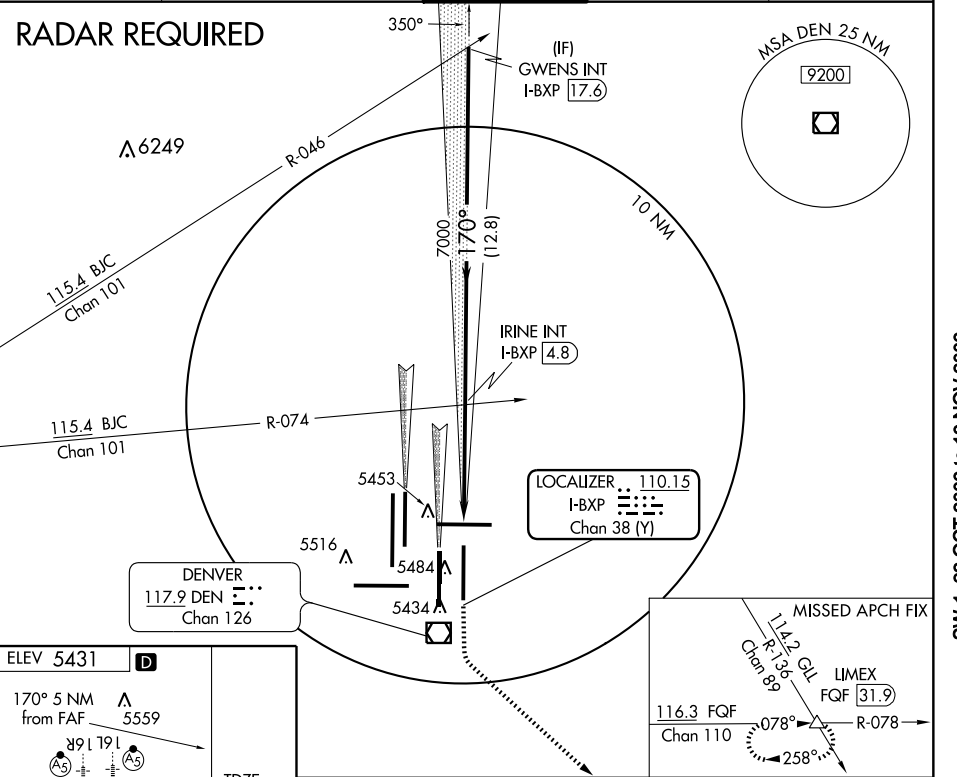
SW-1. 22 OCT 2009 to 19 NOV 2009

**Simultaneous approaches authorized with Rwy 16L and 17R.**  
**S-LOC minima not authorized during simultaneous operations.**  
**\*\* RVR 1800 authorized with the use of FD or AP or HUD to DA.**

**MALSR**

**MISSED APPROACH:** Climb to 5900, then climbing left turn to 10000 via 120° heading and FQF VORTAC R-078 to LIMEX INT/FQF 31.9 DME and hold.

ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>124.3 256.85</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>
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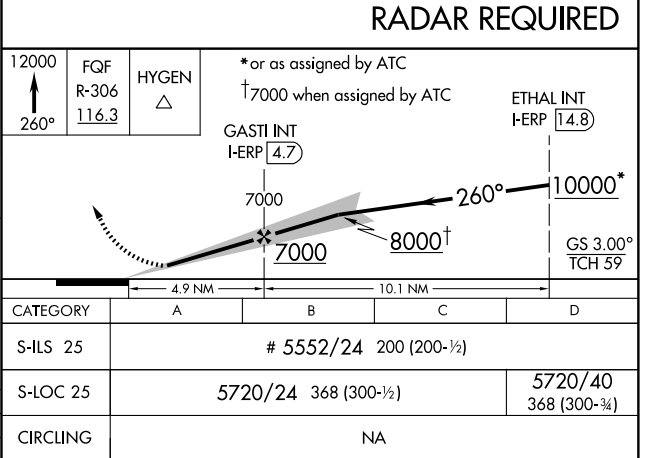
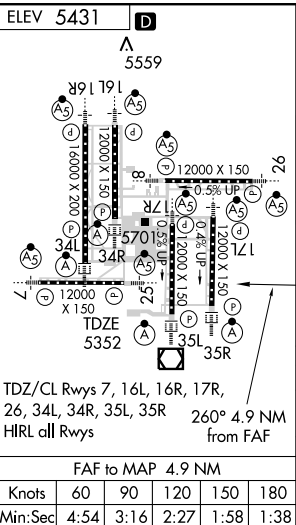
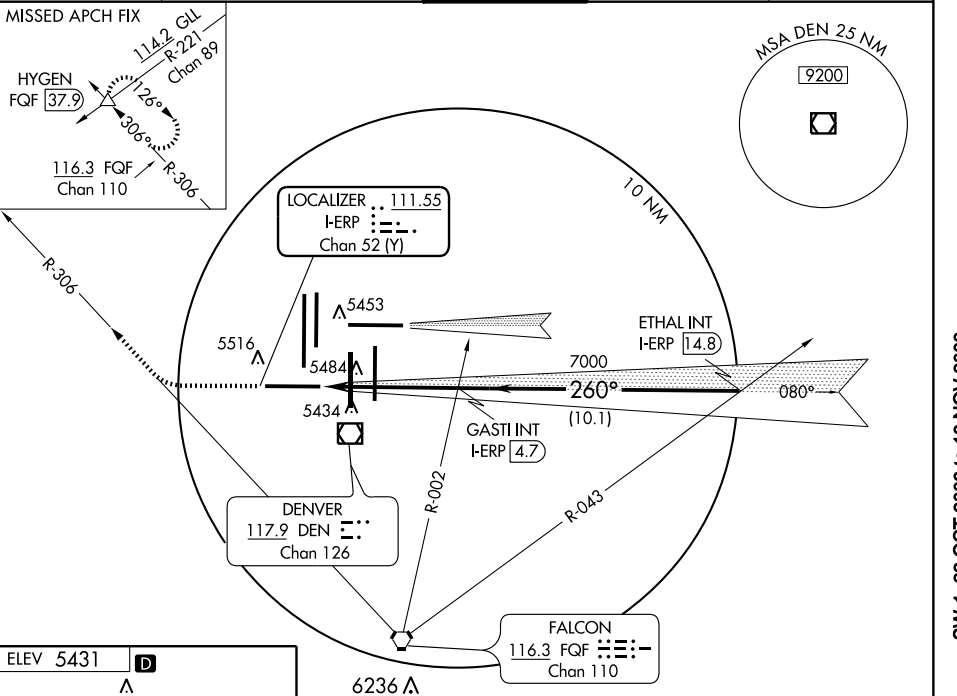


Simultaneous approach authorized with Rwy 26.  
S-LOC minimums not authorized during simultaneous operations.  
# RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 12000 via 260° heading and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>132.35 273.55</b>	GND CON <b>127.5 379.175</b>	CLNC DEL <b>118.75</b>
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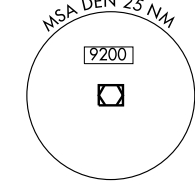
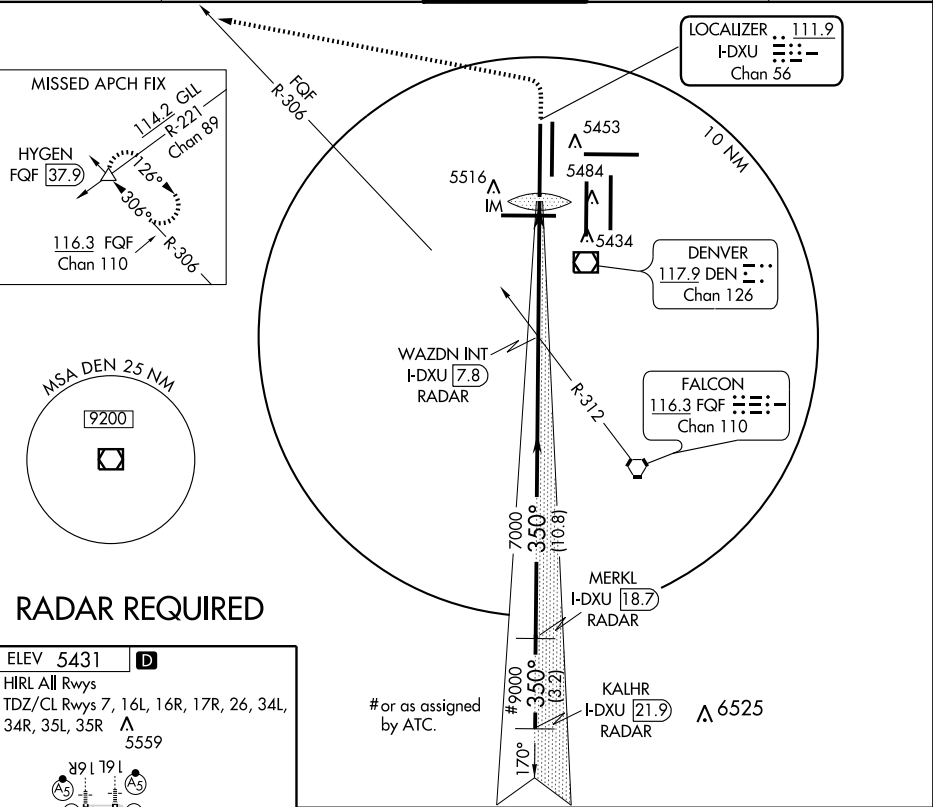


LOC/DME I-DXU	APP CRS	Rwy Idg	16000
111.9	350°	TDZE	5324
Chan 56		Apt Elev	5431

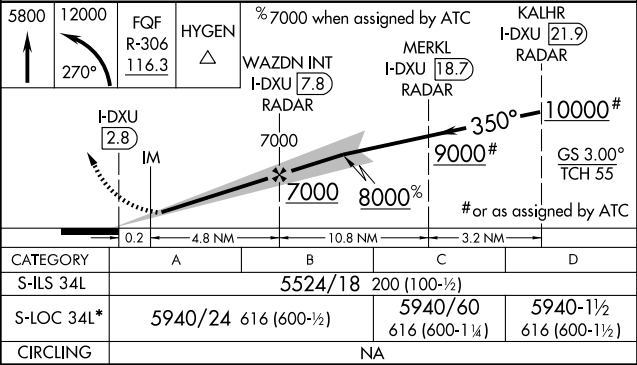
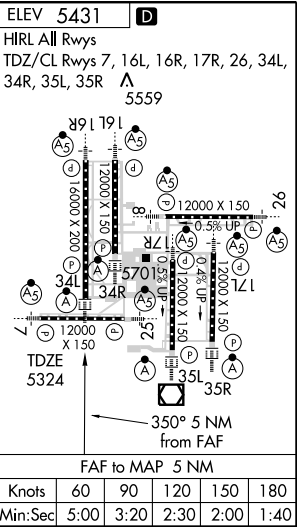
ILS or LOC RWY 34L  
DENVER INTL (DEN)

Simultaneous approaches authorized with Rwy 35L and 35R.  
S-LOC minima not authorized during simultaneous operations.  
\* DME or RADAR required.

ATIS 125.6 379.9	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75
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RADAR REQUIRED



LOC/DME I-LTT <b>111.1</b> Chan <b>48</b>	APP CRS <b>170°</b>	Rwy Idg TDZE Apt Elev	<b>12000</b> <b>5354</b> <b>5431</b>
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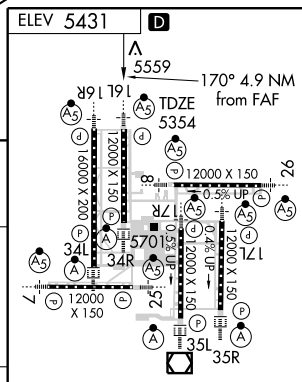
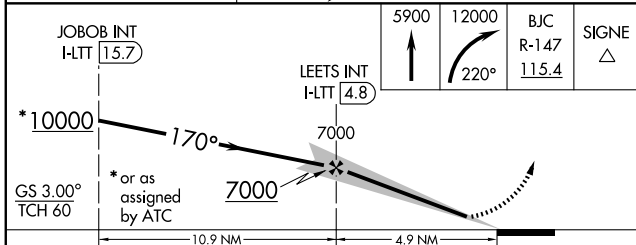
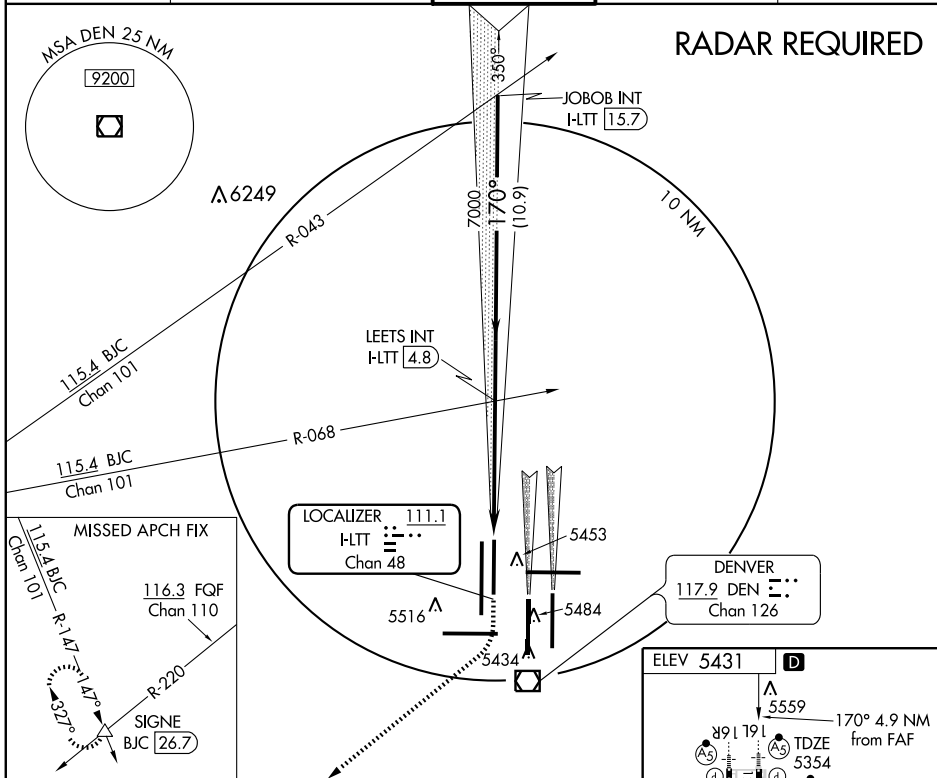
ILS RWY 16L  
DENVER INTL (DEN)

**T** Simultaneous approaches authorized with Rwy 17L and 17R.  
S-LOC minima not authorized during simultaneous operations.



**MISSED APPROACH:** Climb to 5900, then climbing right turn to 12000 via 220° heading and BJC VOR/DME R-147 to SIGNE INT/BJC 26.7 DME and hold.

ATIS 125.6 379.9	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75
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CATEGORY	A	B	C	D
S-ILS 16L	5554/18 200 (200-½)			
S-LOC 16L	5820/24 466 (400-½)		5820/40 466 (400-¾)	5820/50 466 (400-1)
CIRCLING	NA			

TDZ/CL Rwy 7, 16L, 16R,  
17R, 26, 34L, 34R, 35L, 35R  
HIRL all Rwy

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

LOC/DME I-ACX <u>108.5</u> Chan <b>22</b>	APP CRS <b>170°</b>	Rwy Idg <b>12000</b> TDZE <b>5388</b> Apt Elev <b>5431</b>
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ILS RWY 17R  
DENVER INTL (DEN)

**T** Simultaneous approaches authorized with Rwy 16L and 17L.  
S-LOC minima not authorized during simultaneous operations.  
For inoperative MALSR, increase S-LOC Cat D visibility to RVR 5000.

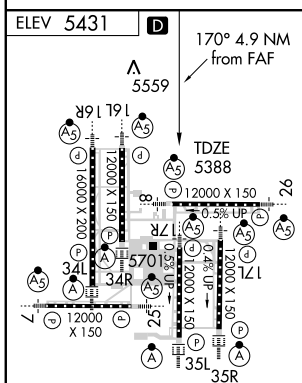
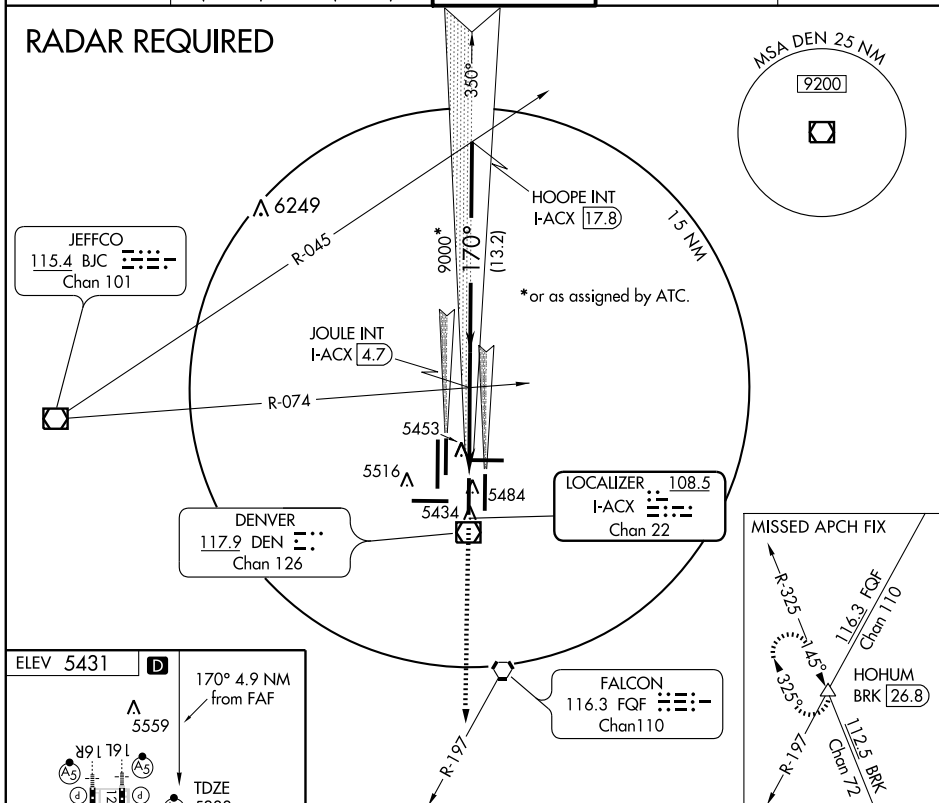
MALSR



**MISSED APPROACH:** Climb to 10000 via 170° heading and FQF VORTAC R-197 to HOHUM INT/BRK 26.8 DME and hold.

ATIS 125.6 379.9	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 133.3 322.45	GND CON 121.85 377.1	CLNC DEL 118.75
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## RADAR REQUIRED



TDZ/CL Rwy 7, 16L, 16R,  
17R, 26, 34L, 34R, 35L, 35R  
HIRL all Rwy


FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

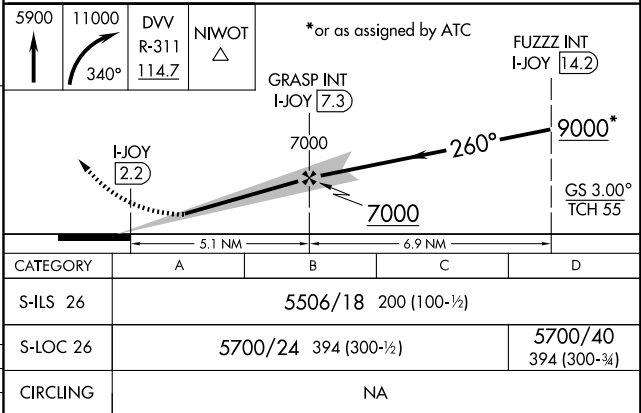
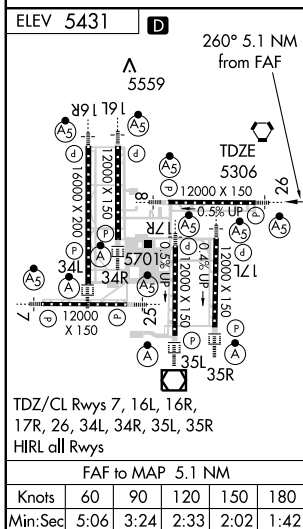
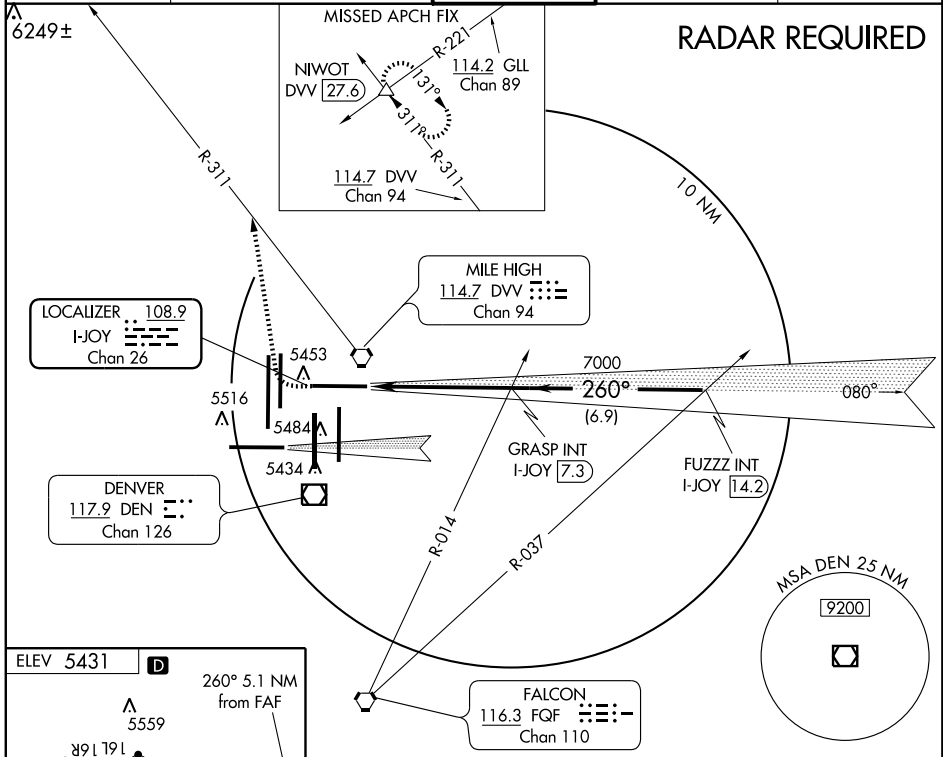
10000 ↑ 170°	FQF R-197 116.3	HOHUM △	*or as assigned by ATC. †7000 when assigned by ATC JOULE INT I-ACX (4.7)		HOOPE INT I-ACX (17.8)
CATEGORY	A	B	C	D	
S-ILS 17R	5588/18 200 (200-½)				
S-LOC 17R	5680/24 292 (300-½)				5680/40 292 (300-¾)
CIRCLING	NA				

LOC/DME I-JOY <b><u>108.9</u></b> Chan <b>26</b>	APP CRS <b>260°</b>	Rwy Idg <b>12000</b> TDZE <b>5306</b> Apt Elev <b>5431</b>
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ILS RWY 26  
DENVER INTL (DEN)

<p><b>T</b> Simultaneous approaches authorized with Rwy 25. S-LOC minima not authorized during simultaneous operations.</p>	<p><b>MALSR</b></p> 	<p><b>MISSED APPROACH:</b> Climb to 5900 then climbing right turn to 11000 via 340° heading and DVV VORTAC R-311 to NIWOT INT/DVV 27.6 DME and hold.</p>
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ATIS 125.6 379.9	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 124.3 256.85	GND CON 121.85 377.1	CLNC DEL 118.75
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AL-9077 (FAA)

LOC/DME I-DXU <b>111.9</b> Chan <b>56</b>	APP CRS <b>350°</b>	Rwy Idg <b>16000</b> TDZE <b>5324</b> Apt Elev <b>5431</b>
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**ILS RWY 34L (CAT II)**  
DENVER INTL (DEN)

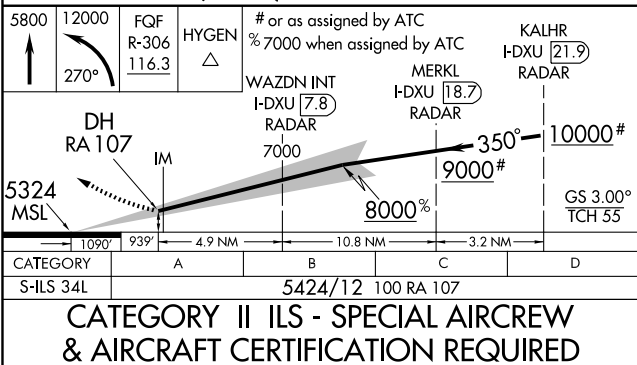
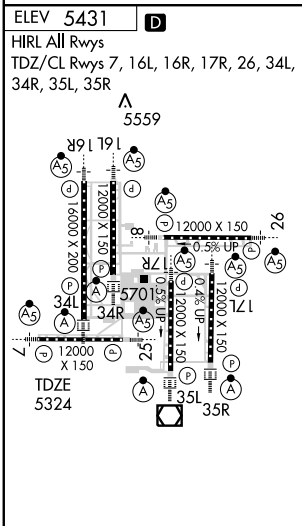
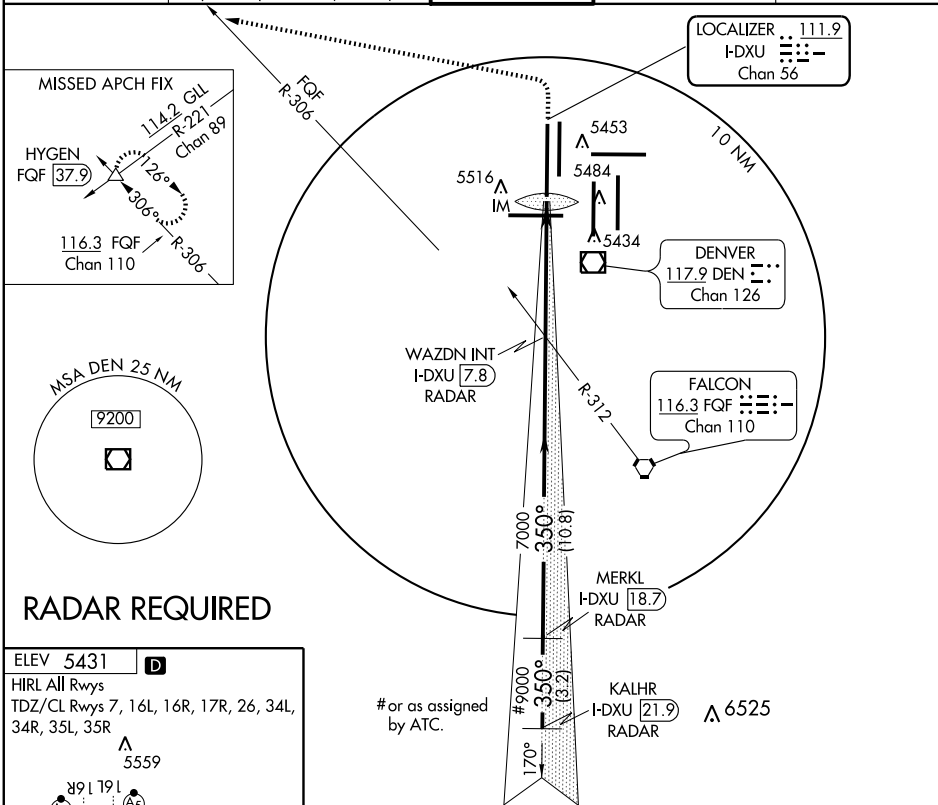


Simultaneous approaches authorized with Rwy 35L and 35R.



**MISSED APPROACH:** Climb to 5800, then climbing left turn to 12000 via 270° heading and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

ATIS 125.6 379.9	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75
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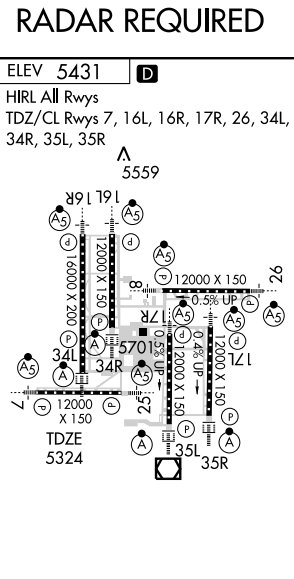
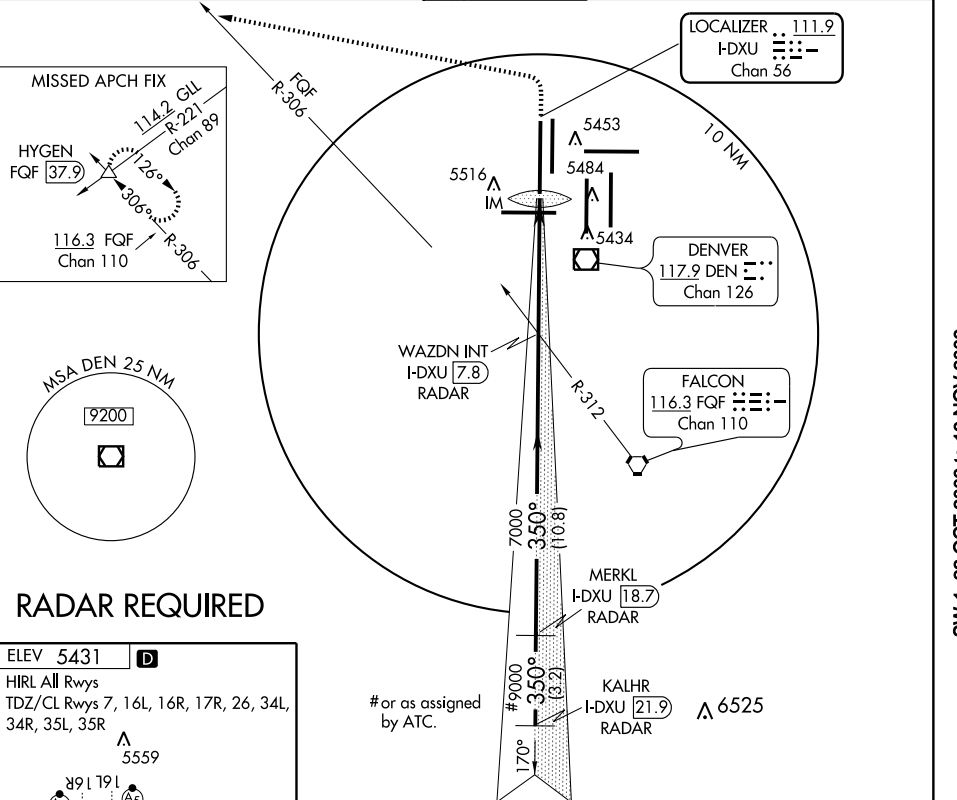
SW-1. 22 OCT 2009 to 19 NOV 2009

Simultaneous approaches authorized with Rwy 35L and 35R.

ALSF-2

MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 via 270° heading and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

ATIS 125.6 379.9	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75
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5800	12000	FQF R-306 116.3	HYGEN	WAZDN INT I-DXU 7.8	MERKL I-DXU 18.7	KALHR I-DXU 21.9
↑	270°	GS 3.00° TCH 55	IM	7000	7000	7000
5324 MSL	5432	5432	5432	5432	5432	5432
1090'	1010'	4.8 NM	10.8 NM	3.2 NM		
CATEGORY	A	B	C	D		
S-ILS 34L		CAT IIIA RVR 07				
S-ILS 34L		CAT IIIB RVR 03				
S-ILS 34L		CAT IIIC NA				

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

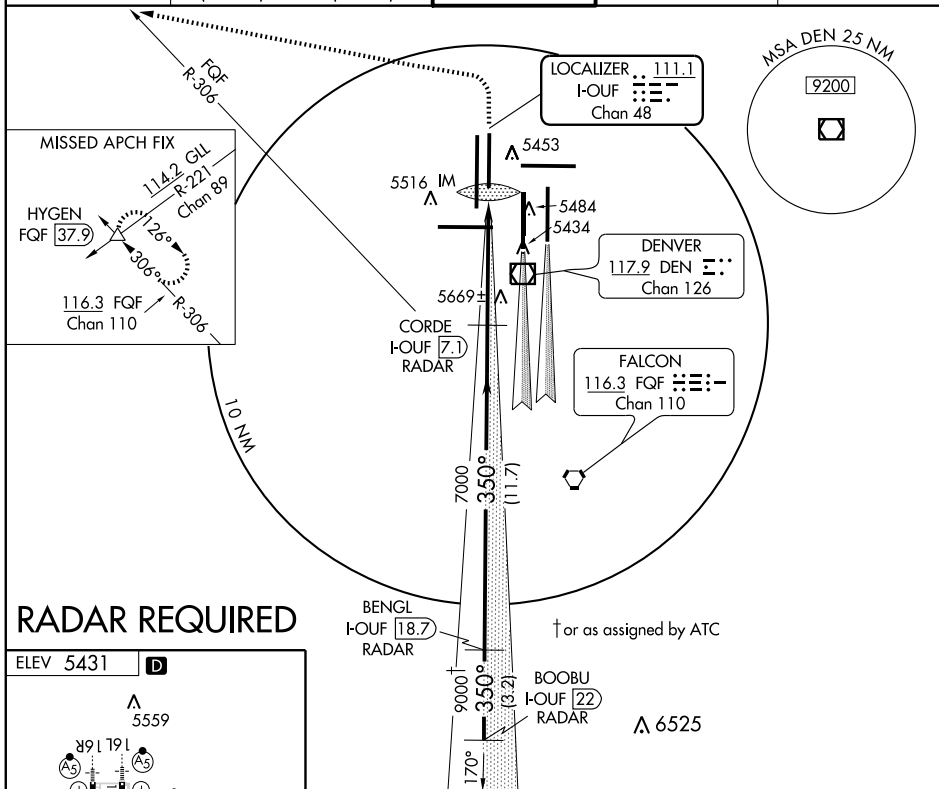
LOC/DME I-OUF <b>111.1</b> Chan <b>48</b>	APP CRS <b>350°</b>	Rwy Idg TDZE <b>5351</b> Apt Elev <b>5431</b>
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# ILS RWY 34R

## DENVER INTL (DEN)

<b>* DME or RADAR required.</b> Simultaneous approaches authorized with Rwy 35L and 35R. S-LOC minima not authorized during simultaneous operations.	ALSF-2 	MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 via 270° heading and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.
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ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>127.5 379.175</b>	CLNC DEL <b>118.75</b>
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## RADAR REQUIRED

ELEV 5431	<b>D</b>
	TDZE 5351 34L 35L 35R TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R HIRL all Rwy FAF to MAP 4.9 NM Knots 60 90 120 150 180 Min:Sec 4:54 3:16 2:27 1:58 1:38

5800	12000	FQF R-306 116.3	HYGEN	# 7000 when assigned by ATC.	BOOBU I-OUF 22
↑	270°		△	↑ or as assigned by ATC	BENG L I-OUF 18.7 RADAR
					CORDE I-OUF 7.1 RADAR
					7000
					350°
					8000#
					9000†
					10000†
					GS 3.00° TCH 59
					0.1 4.8 NM 11.7 NM 3.2 NM
CATEGORY	A	B	C	D	
S-ILS 34R	5551/18 200 (200-½)				
S-LOC 34R*	5920/24	569 (500-½)	5920/50	569 (500-1)	5920/60
CIRCLING	NA				

LOC/DME I-OUF <b><u>111.1</u></b> Chan <b>48</b>	APP CRS <b>350°</b>	Rwy Idg <b>12000</b> TDZE <b>5351</b> Apt Elev <b>5431</b>
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## ILS RWY 34R (CAT II)

DENVER INTL (DEN)

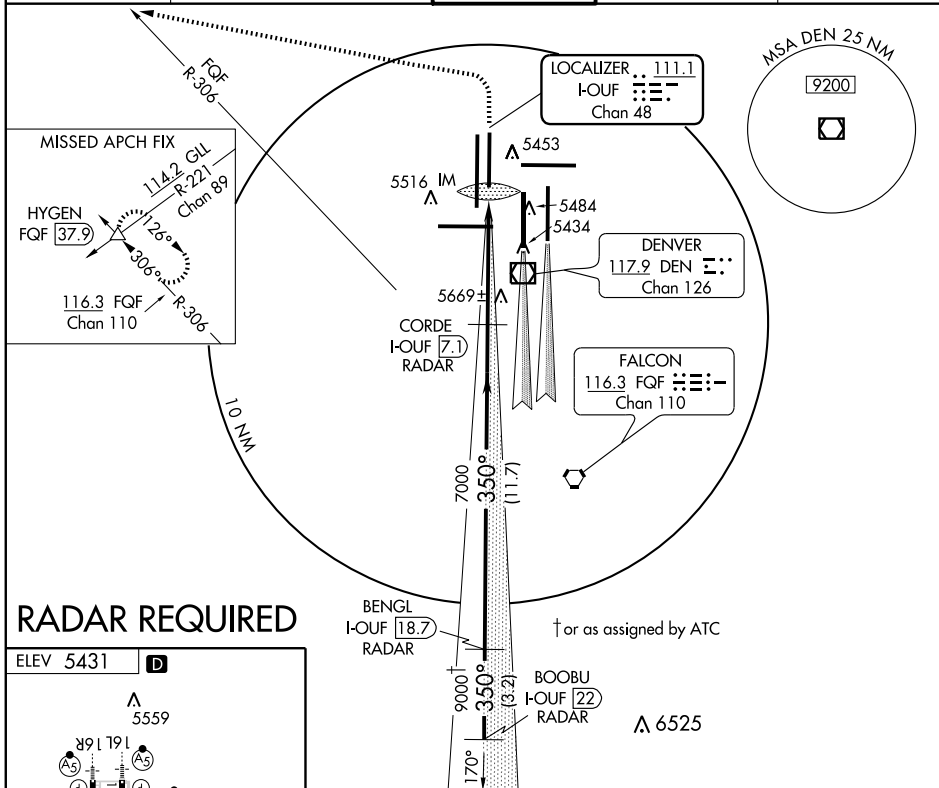
Simultaneous approaches authorized with Rwy 35L and 35R.

ALSF-2



**MISSED APPROACH:** Climb to 5800, then climbing left turn to 12000 via 270° heading and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

ATIS 125.6 379.9	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75
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## RADAR REQUIRED

Diagram of the intersection of HIRL all Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L and 35R. The diagram shows a complex intersection with multiple runways and taxiways. Key features include: Runway 7 (12000 x 150), Runway 16L (12000 x 150), Runway 16R (12000 x 150), Runway 17R (12000 x 150), Runway 26 (12000 x 150), Runway 34L (12000 x 150), Runway 34R (12000 x 150), Runway 35L (12000 x 150), and Runway 35R (12000 x 150). Taxiways include TDZE 5351, 5701, 5359, 34R, 35L, and 35R. The diagram also shows various navigation aids, including a VOR station (V) and a VORTAC station (V). The intersection is marked with a large 'X' and a 'D' in a square.

5800 ↑	12000 ↘ 270°	FQF R-306 116.3	HYGEN △	# 7000 when assigned by ATC. † or as assigned by ATC	BENGL I-OUF 18.7	BOOBU I-OUF 22	RADAR
				10000† 7000 8000# 9000† GS 3.00° TCH 59			
CATEGORY	A	B	C	D			
S-ILS-34R	5451/12 100 RA 108						
<b>CATEGORY II ILS - SPECIAL AIRCREW &amp; AIRCRAFT CERTIFICATION REQUIRED</b>							

LOC/DME I-OUF <b><u>111.1</u></b> Chan <b>48</b>	APP CRS <b>350°</b>	Rwy Idg <b>12000</b> TDZE <b>5351</b> Apt Elev <b>5431</b>
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ILS RWY 34R (CAT III)  
DENVER INTL (DEN)

**T** Simultaneous approaches authorized with Rwy 35L and 35R.

ALSF-2

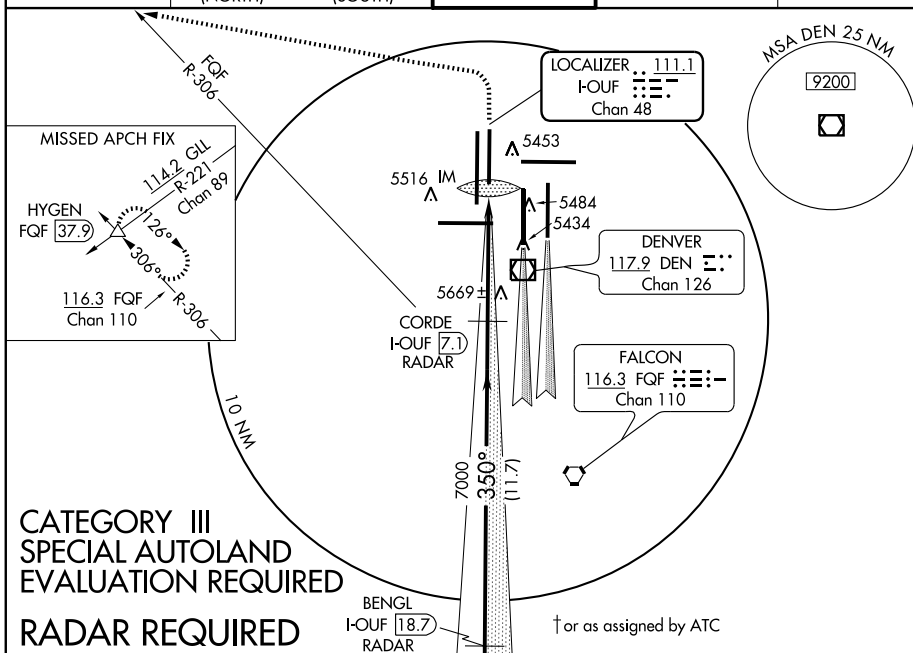
**MISSED APPROACH:** Climb to 5800, then climbing left turn to 12000 via 270° heading and FQF VORTAC R-306 to HYGEM INT/FQF 37.9 DME and hold.

ATIS  
125.6 379.9

DENVER APP CON			
119.3	307.3	120.35	379.3
(NORTH)		(SOUTH)	

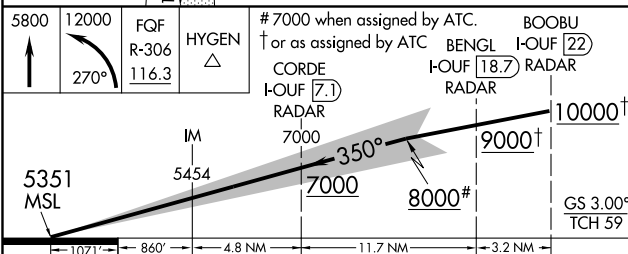
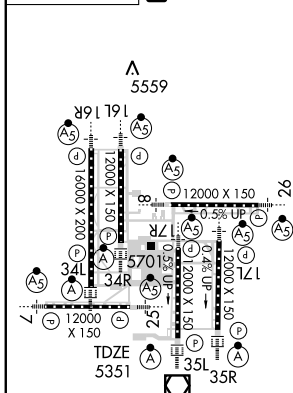
DENVER TOWER  
135.3 351.95

GND CON  
127.5 379.175

CLNC DEL  
118.75

CATEGORY III  
SPECIAL AUTOLAND  
EVALUATION REQUIRED  
RADAR REQUIRED

ELEV 5431	D
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CATEGORY	A	B	C	D
S-ILS-34R		CAT IIIA	RVR 07	
S-ILS-34R		CAT IIIB	RVR 03	
S-ILS-34R		CAT IIIC	NA	

HIRL all Rwy's  
TDZ/CL Rwy's 7, 16L, 16R, 17R, 26, 34L,  
34R, 35L and 35R

CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

ILS RWY 35L  
DENVER INTL (DEN)


LOC/DME I-AQD <u>108.5</u> Chan 22	APP CRS 350°	Rwy Idg 12000 TDZE 5431 Apt Elev 5431
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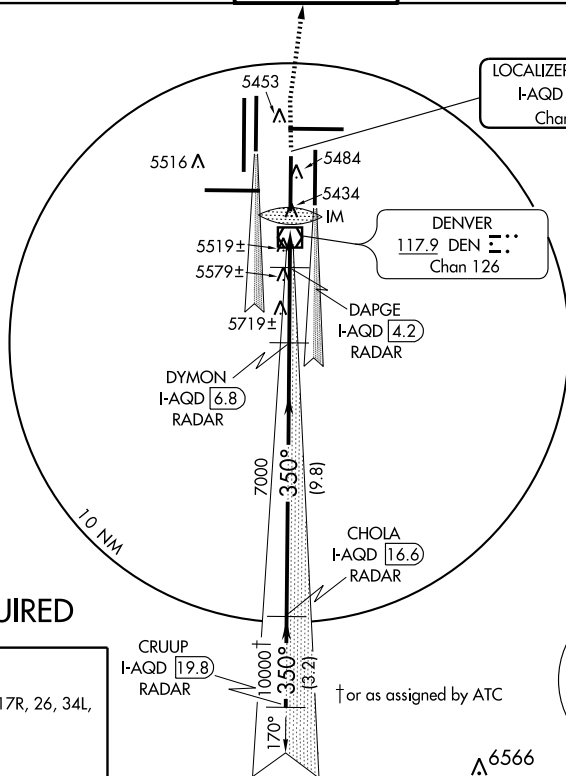
ILS RWY 35L  
DENVER INTL (DEN)

**MISSED APPROACH:** Climb to 10000, then right turn direct GLL VORTAC and hold.


Simultaneous approaches authorized with Rwy 34R and 35R.  
S-LOC minima not authorized during simultaneous operations.

ATIS 125.6 379.9	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 133.3 322.45	GND CON 121.85 377.1	CLNC DEL 118.75
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 GILL
   
 GLL
   
 114.2
   
 Chan 89



LOCALIZER 108.5  
I-AQD  
Chan 22

DENVER  
117.9 DEN   
Chan 126

DAPGE  
I-AQD 4.2  
RADAR

DYMON  
I-AQD 6.8  
RADAR

CHOLA  
I-AQD 16.6  
RADAR

CRUUP  
I-AQD 19  
RADAR

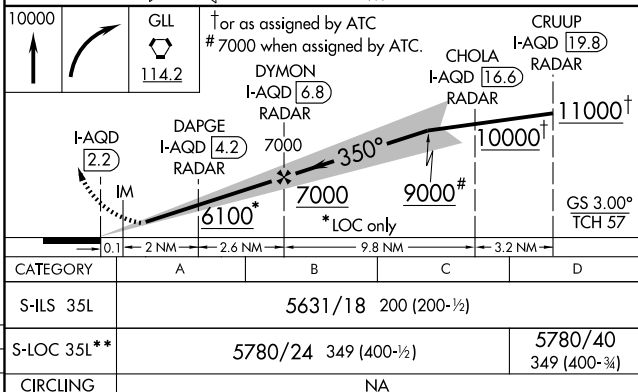
† or as assigned by ATC

△ 6566

MSA DER 25 NM

9200

## RADAR REQUIRED



SW-1. 22 OCT 2009 to 19 NOV 2009

DENVER, COLORADO

AL-9077 (FAA)

LOC/DME I-AQD <b>108.5</b> Chan <b>22</b>	APP CRS <b>350°</b>	Rwy Idg <b>12000</b> TDZE <b>5431</b> Apt Elev <b>5431</b>
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**ILS RWY 35L (CAT II)**  
DENVER INTL (DEN)



Simultaneous approaches authorized with Rwy 34R and 35R.

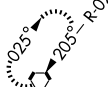
ALSF-2



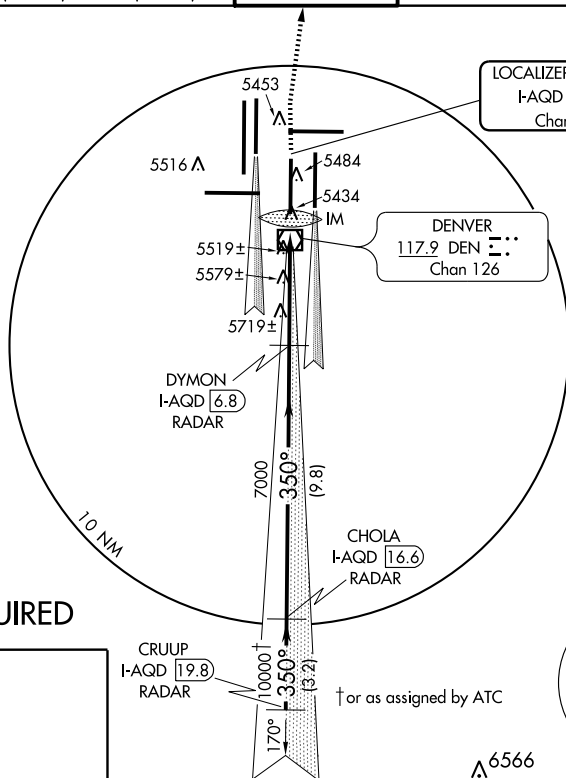
MISSED APPROACH: Climb to 10000, then right turn  
direct GLL VORTAC and hold.

ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>133.3 322.45</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>
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MISSED APCH FIX



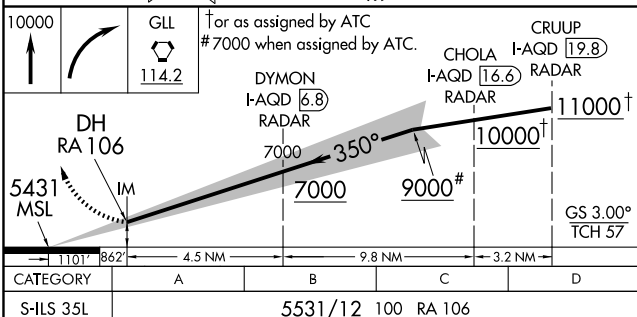
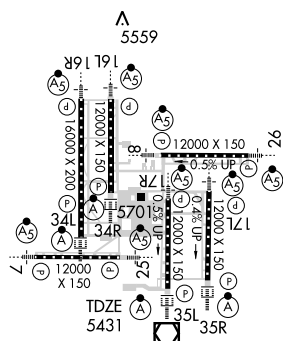
GILL  
GLL  
114.2  
Chan 89



RADAR REQUIRED

ELEV 5431

D



HIRL all Rwys  
TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L,  
34R, 35L, 35R

**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

SW-1.22 OCT 2009 to 19 NOV 2009

LOC/DME I-AQD <b>108.5</b> Chan <b>22</b>	APP CRS <b>350°</b>	Rwy Idg TDZE Apt Elev <b>12000</b> <b>5431</b> <b>5431</b>
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# ILS RWY 35L (CAT III)

## DENVER INTL (DEN)



Simultaneous approaches authorized with Rwy 34R and 35R.

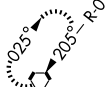
ALSF-2



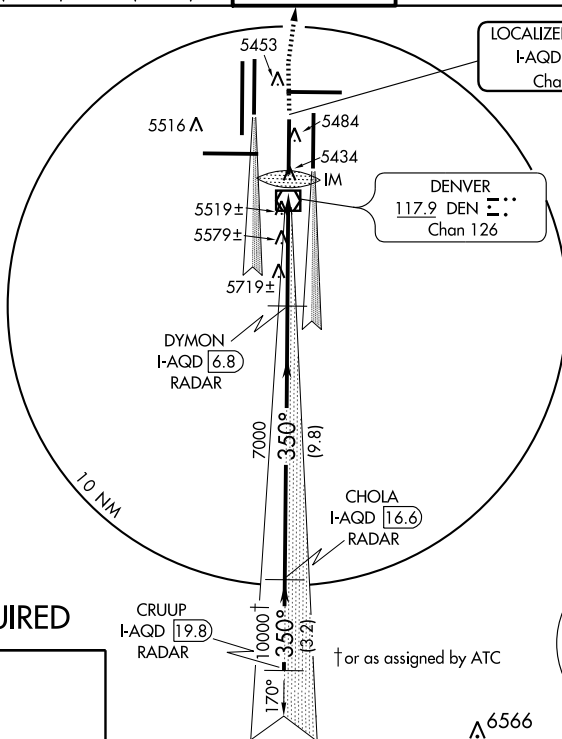
MISSED APPROACH: Climb to 10000, then right turn direct GLL VORTAC and hold.

ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>133.3 322.45</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>
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MISSED APCH FIX

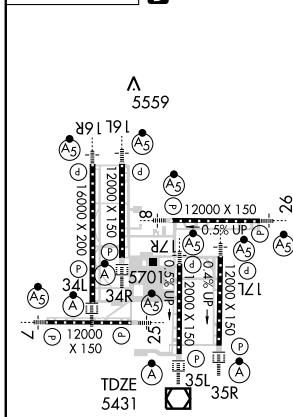


GILL  
GLL  
114.2  
Chan 89



### RADAR REQUIRED

ELEV 5431



HIRL all Rwy's  
TDZ/CL Rwy's 7, 16L, 16R, 17R, 26, 34L,  
34R, 35L, 35R

10000	GILL 114.2	For as assigned by ATC # 7000 when assigned by ATC.	CRUUP I-AQD 19.8 RADAR	11000 <sup>†</sup>
7000	DYMOM I-AQD 6.8 RADAR	7000	CHOLA I-AQD 16.6 RADAR	9000 <sup>#</sup>
5431 MSL	IM	5533	7000	9000 <sup>#</sup>
1101 <sup>†</sup>	860 <sup>†</sup>	4.5 NM	9.8 NM	3.2 NM
GS 3.00°	TCH 57			
CATEGORY	A	B	C	D
S-ILS 35L		CAT IIIA	RVR 07	
S-ILS 35L		CAT IIIB	RVR 03	
S-ILS 35L		CAT IIIC	NA	

### CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



ILS RWY 35R  
DENVER INTL (DEN)

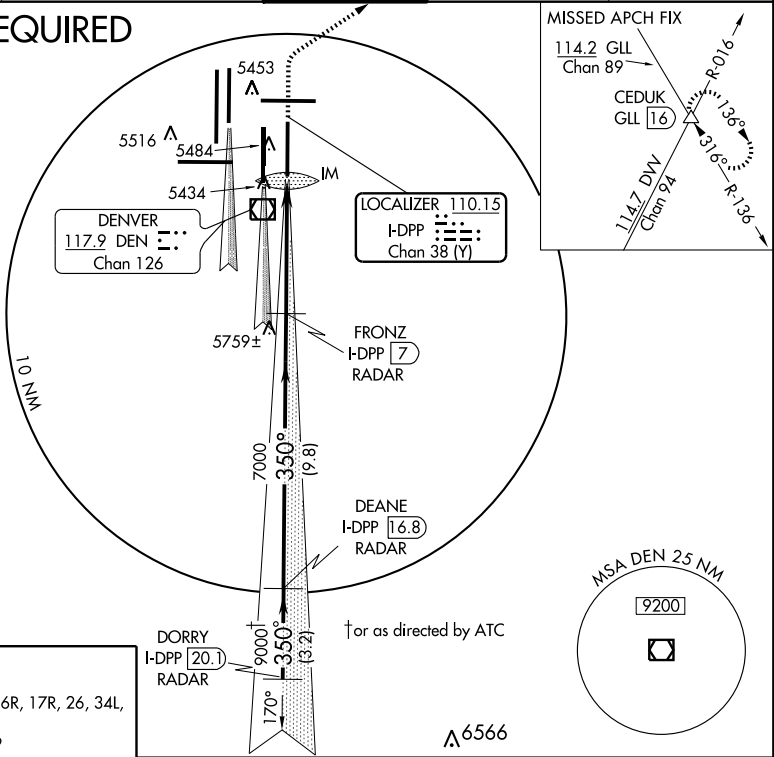
LOC/DME I-DPP <b>110.15</b> Chan <b>38</b> (Y)	APP CRS <b>350°</b>	Rwy Idg TDZE Apt Elev	<b>12000</b> <b>5367</b> <b>5431</b>
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\*DME or RADAR required.  
Simultaneous approaches authorized with Rwy 34R and Rwy 35L.  
S-LOC minima not authorized during simultaneous operations.

ALSF-2  
MISSED APPROACH: Climb to 5800, then climbing right turn to 10000 via 045° heading and GLL VORTAC R-136 to CEDUK INT/ GLL 16 DME and hold.

ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>124.3 256.85</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>
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RADAR REQUIRED



ELEV 5431 **D**

HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

5559

350° 4.9 NM from FAF

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

5800 10000 GLL R-136 CEDUK 114.2

045°

↑ or as directed by ATC

FRONZ I-DPP 7 RADAR

DEANE I-DPP 16.8 RADAR

DORRY I-DPP 20.1 RADAR

7000 350° 9000†


GS 3.00° TCH 59

CATEGORY	A	B	C	D
S-ILS 35R	5567/18 200 (200-½)			
S-LOC 35R*	5940/24	573 (600-½)	5940/50 573 (600-1)	5940/60 573 (600-1½)
CIRCLING	NA			

LOC/DME I-DPP <b><u>110.15</u></b> Chan <b>38</b> (Y)	APP CRS <b>350°</b>	Rwy Idg <b>12000</b> TDZE <b>5367</b> Apt Elev <b>5431</b>
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ILS RWY 35R (CAT II)  
DENVER INTL (DEN)

**T** Simultaneous approaches authorized with Rwy 34R and Rwy 35L.

ALSF-2 	<b>MISSED APPROACH:</b> Climb to 5800, then climbing right turn to 10000 via 045° heading and GLL VORTAC R-136 to CEDUK INT/ GLL 16 DME and hold.
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ATIS  
125.6 379.9

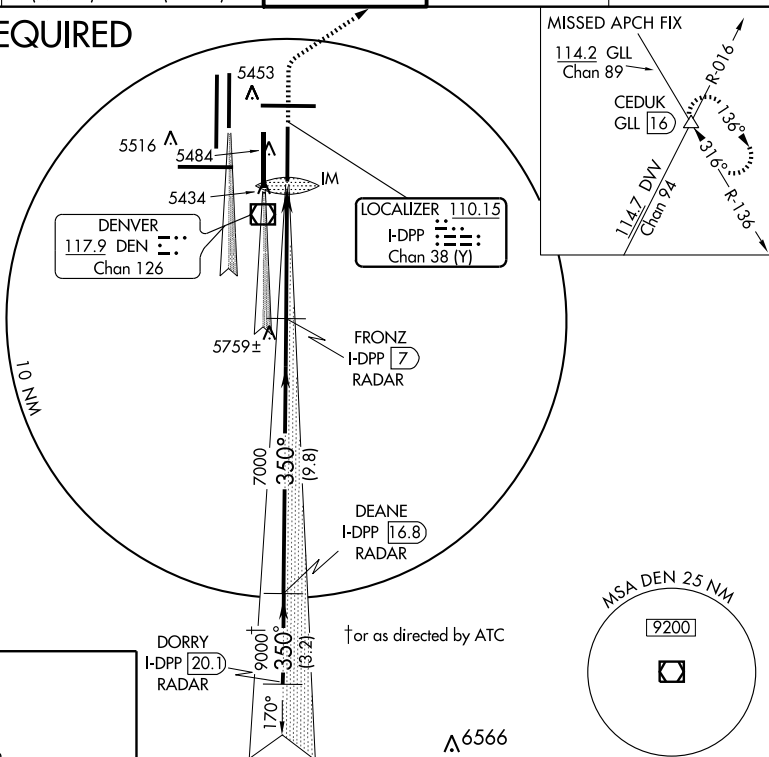
DENVER APP CON			
119.3	307.3	120.35	379.3
(NORTH)		(SOUTH)	

DENVER TOWER  
124.3 256.85


GND CON  
121.85 377.1

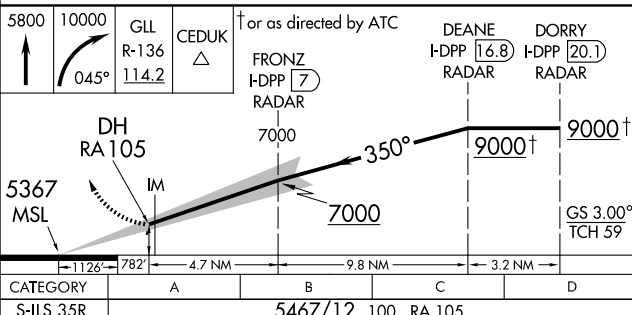
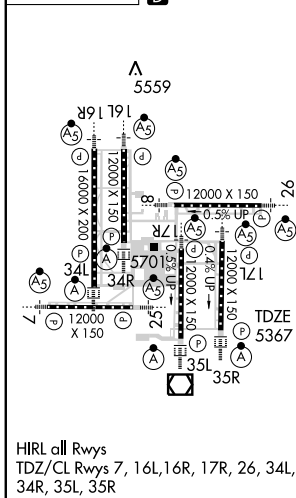
CLNC DEL  
118 75

## RADAR REQUIRED



SW-1. 22 OCT 2009 to 19 NOV 2009

ELEV 5431	
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CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwy's  
TDZ/CL Rwy's 7, 16L, 16R, 17R, 26, 34L,  
34R, 35L, 35R

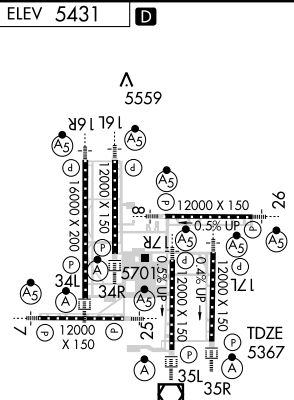
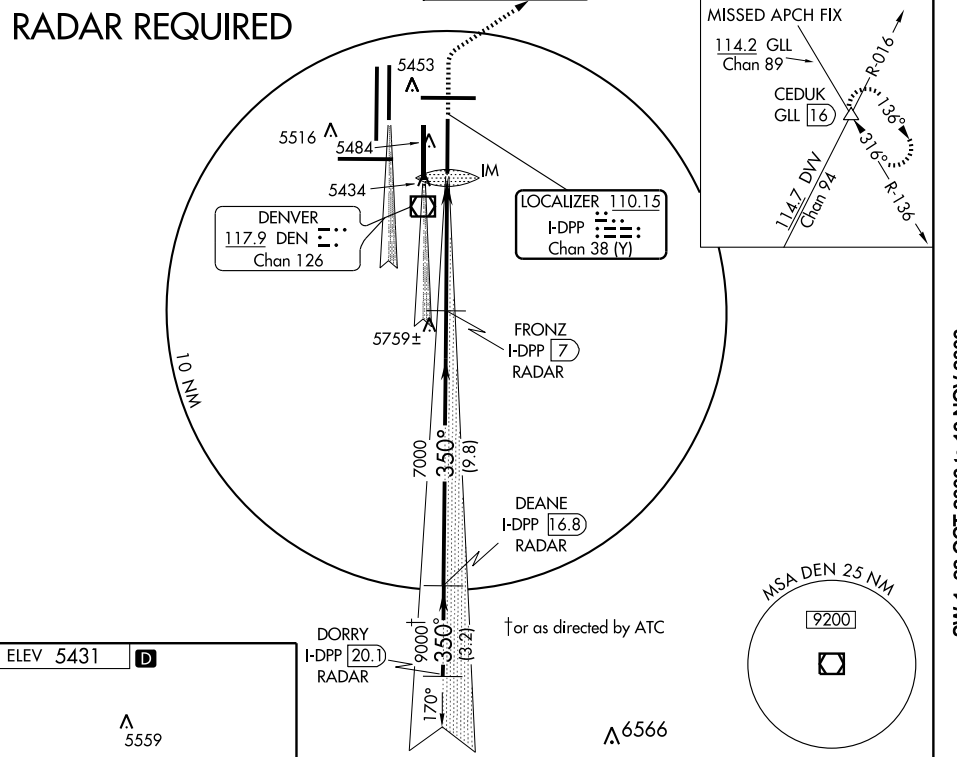
LOC/DME I-DPP <b>110.15</b> Chan <b>38</b> (Y)	APP CRS <b>350°</b>	Rwy Idg TDZE <b>5367</b> Apt Elev <b>5431</b>
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Simultaneous approaches authorized with Rwy 34R and Rwy 35L.

ALSF-2

MISSED APPROACH: Climb to 5800, then climbing right turn to 10000 via 045° heading and GLL VORTAC R-136 to CEDUK INT/ GLL 16 DME and hold.

ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>124.3 256.85</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>
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5800	10000	GLL R-136 114.2	CEDUK	FRONZ I-DPP 7 RADAR	DEANE I-DPP 16.8 RADAR	DORRY I-DPP 20.1 RADAR
↑ or as directed by ATC						
5367 MSL	5471	7000	7000	9000↑	9000↑	9000↑
GS 3.00° TCH 59'						
1126'	860'	4.7 NM	9.8 NM	3.2 NM		
CATEGORY	A	B	C	D		
S-ILS 35R		CAT IIIA	RVR 07			
S-ILS 35R		CAT IIIB	RVR 03			
S-ILS 35R		CAT IIIC	NA			



NOTE: Adjacent STAR is SAYGE ARRIVAL.

NOTE: Chart not to scale.

NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....


....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.


DENVER APP CON  
119.3 307.3  
BUCKLEY AFB ATIS  
119.675 259.3  
CENTENNIAL ATIS  
120.3  
DENVER INTL ATIS ARR  
125.6  
FRONT RANGE ATIS  
119.025  
ROCKY MOUNTAIN METRO ATIS  
126.25

GILL  
114.2 GLL ::::  
Chan 89  
N40°30.23'-W104°33.18'

FORT COLLINS-  
LOVELAND MUNI 

 GREELEY-  
WELD COUNTY


DENVER  
117.9 DEN   
Chan 126  
N39°48.75'-W104°

JEFFCO  
115.4 BJC   
Chan 101


HUUGE  
N39°34.72'  
W104°47.91'


PAYDD  
N39°24.10'  
W105°04.73'

LARKS  
N39°15.44'-W105°18.31'  
VERTICAL NAVIGATION  
PLANNING INFORMATION  
TURBOJET: Expect to cross at  
17000 and 250 KIAS or as  
assigned by ATC.

FALCON  
116.3 FQF   
Chan 110  
N39°41.41'  
W104°37.26'


RED TABLE  
113.0 DBL  $\equiv :::$   
Chgn 77

BLUE MESA  
114.9 HBU   
Chan 96


BLACK FOREST  
112.5 BRK   
Chan 72

HICKY  
N38°46.28'  
W106°03.38'

MAA FL450  
FL200  
\*15400  
— 262° —  
(74)

PUEBLO  
116.7 PUB   
Chan 114  
N38°17.66'-W104°25.77'  
L-10, H-5

ALAMOSA  
113.9 ALS  $\therefore \equiv \dots$   
Chan 86  
N37°20.95'-W105°48.93'  
1-8-9 H-4-5

RATTLESNAKE  
115.3 RSK   
Chan 100  
36°44.90'-W108°05.93'  
I-8, H-4

PAPPA  
N38°29.61'  
W106°28.70'

LOPEC  
N38°05.56  
W106°51.5  
H-3

MAA FL450  
FL280  
\*1650  
0/

NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1-22 OCT 2009 to 19 NOV 2009

## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

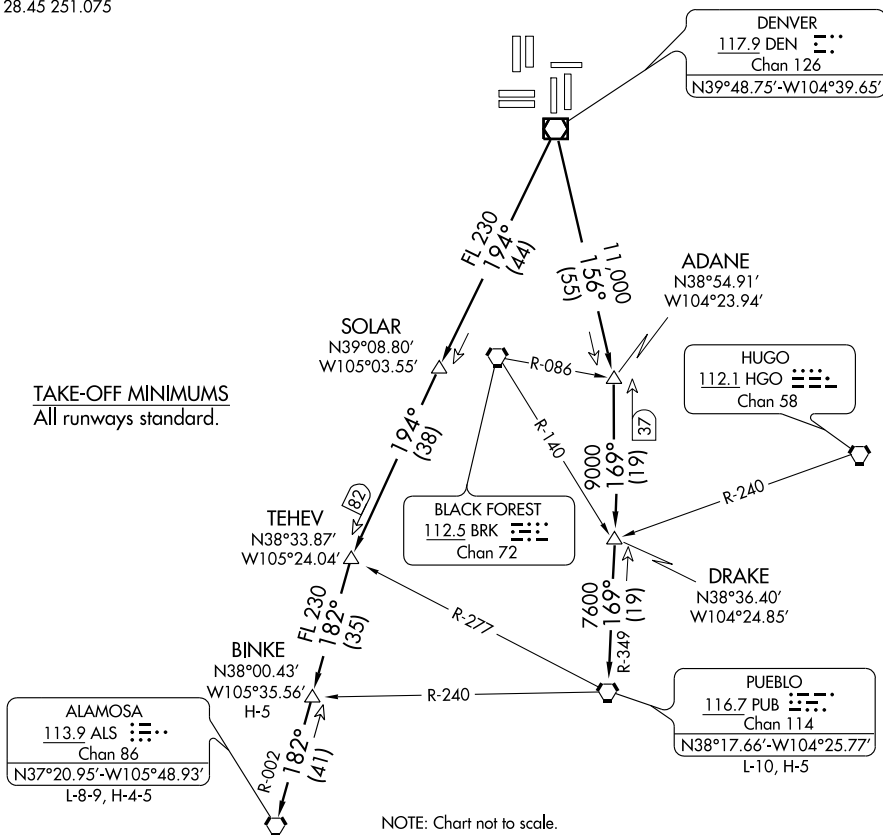
## PIKES FOUR DEPARTURE

SL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

ATIS DEP 134.025  
CLNC DEL  
118.75  
DENVER DEP CON  
128.45 251.075

TAKE-OFF MINIMUMS  
All runways standard.



## DEPARTURE ROUTE DESCRIPTION

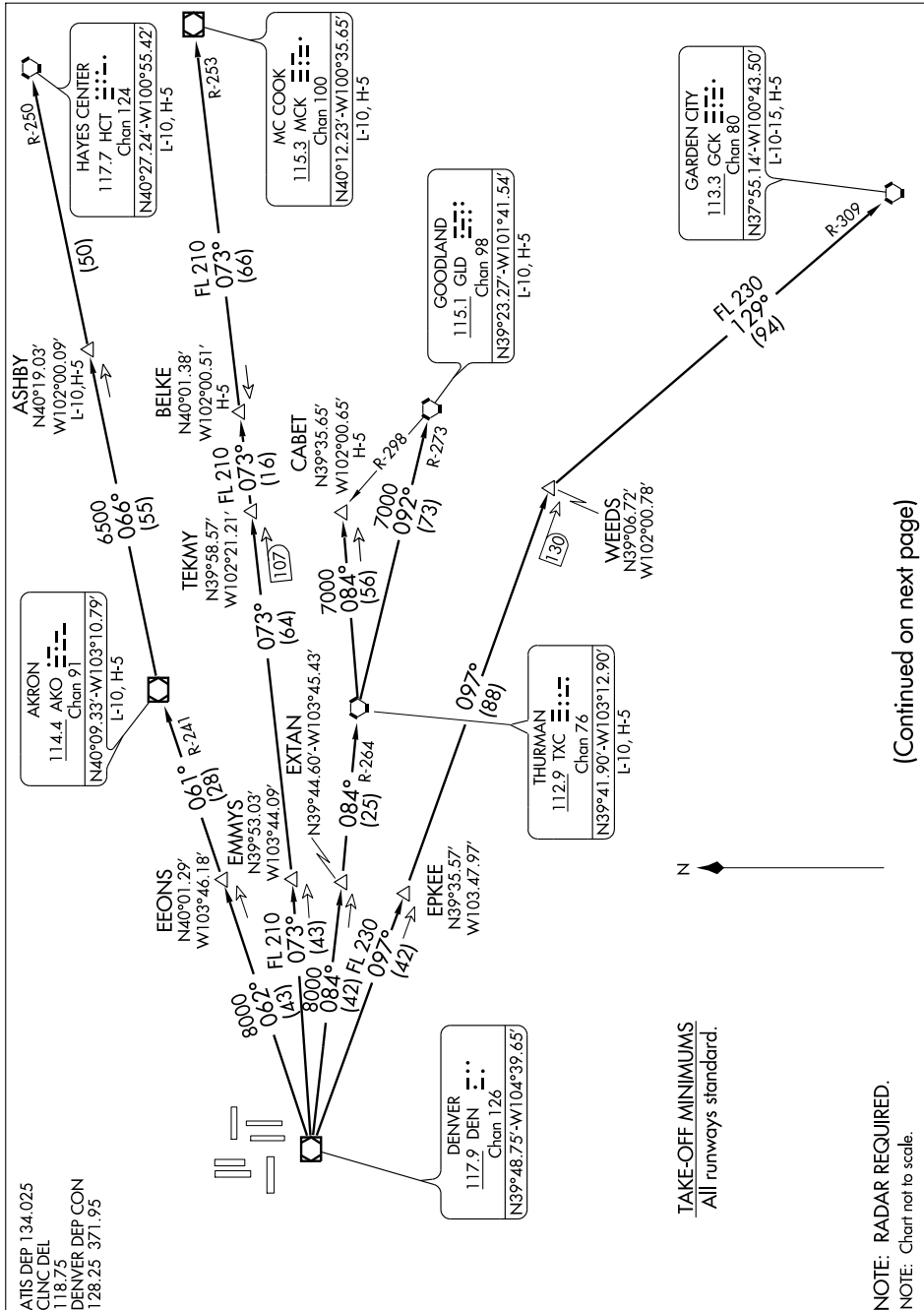
Fly assigned heading for radar vectors to assigned transition. Maintain 10,000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.  
**LOST COMMUNICATIONS:** If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

**ALAMOSA TRANSITION (PIKES4.ALS):** From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

**BINKE TRANSITION (PIKES4.BINKE):** From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

**PUEBLO TRANSITION (PIKES4.PUB):** From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.





(Continued on next page)

SW-1. 22 OCT 2009 to 19 NOV 2009

NOTE: RADAR REQUIRED.  
NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10,000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.



## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VORTAC via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

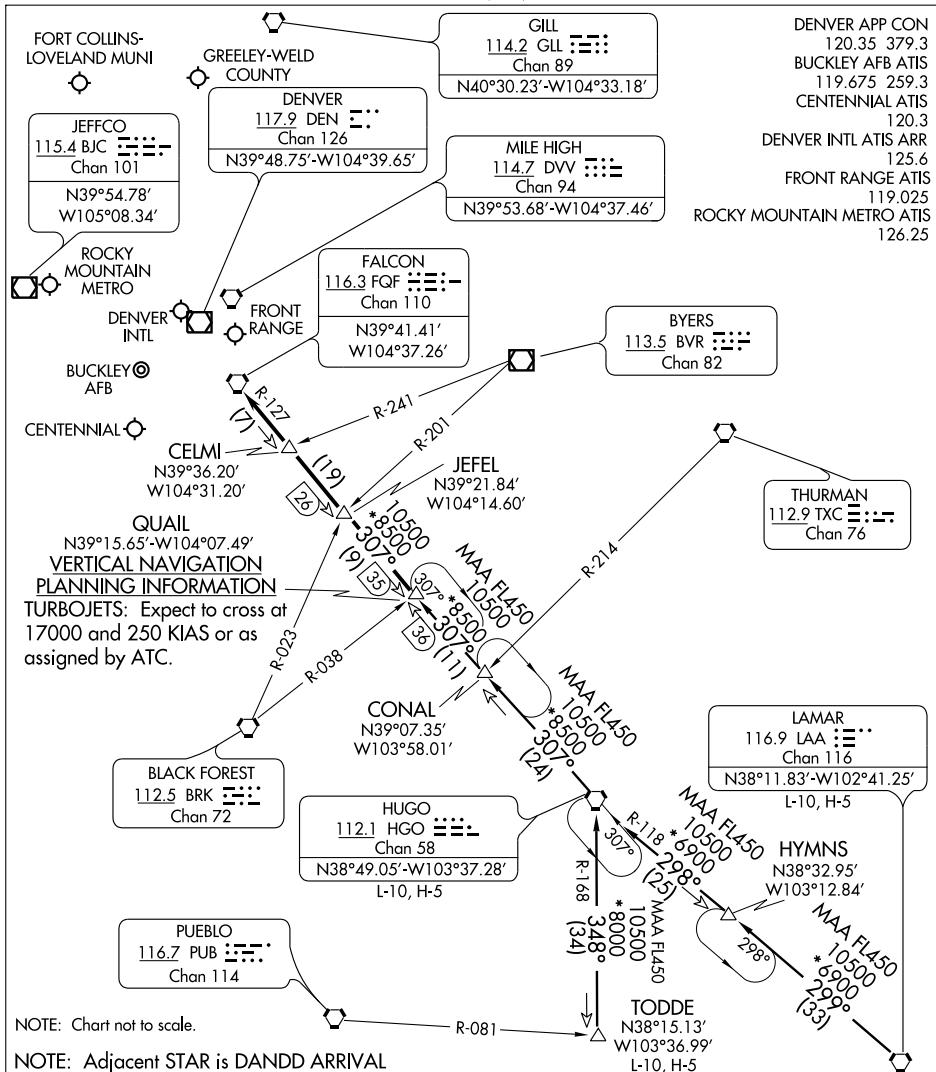
RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

## QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



**HUGO TRANSITION (HGO.QUAIL6):** From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

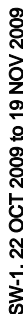
**LAMAR TRANSITION (LAA.QUAIL6):** From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to QUAIL INT. Thence....

**TODDE TRANSITION (TODDE.QUAIL6):** From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC.  
 Expect radar vectors to the final approach course at or before FQF VORTAC.

## ST-9077 (FAA)

DENVER, COLORADO



(NARRATIVE ON FOLLOWING PAGE)

NOTE: DME required for ROCK SPRINGS TRANSITION for Changeover Point.

NOTE: Adjacent STAR is TOMSN ARRIVAL.

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VORTAC via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

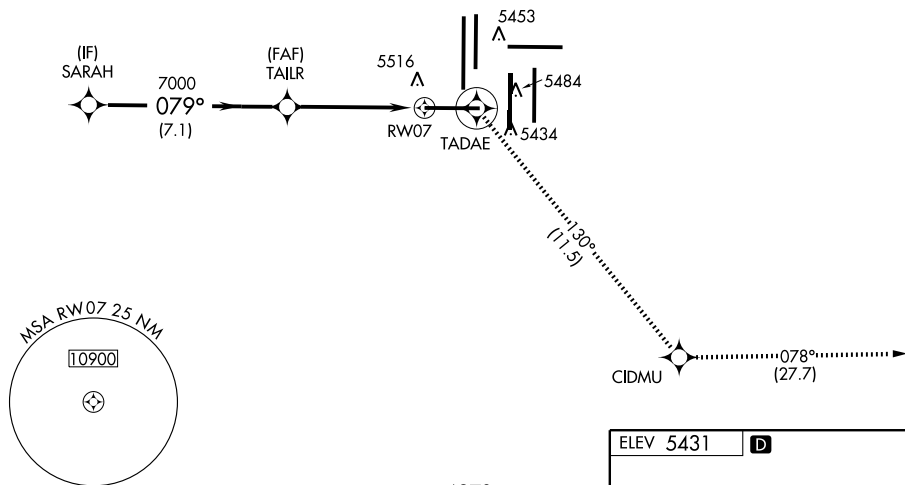
DENVER INTL (DEN)

MISSED APPROACH: Climb to 10000 via 079° course to TADAE WP then 130° track to CIDMU WP then 078° track to LIMEX WP and hold.

CLNC DEL  
118.75

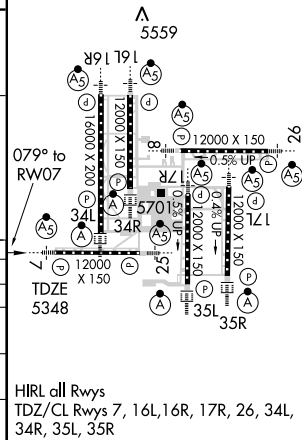
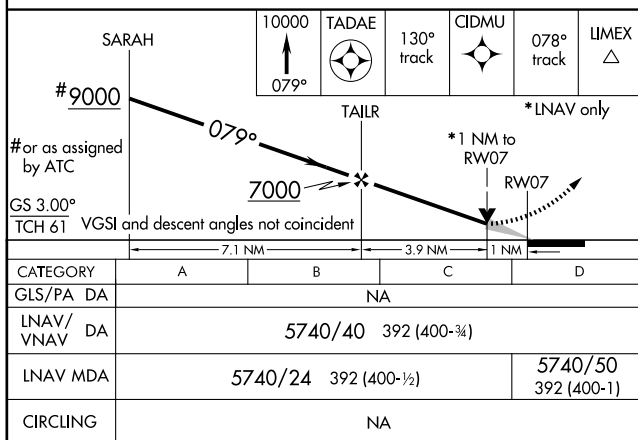
## RADAR REQUIRED

MISSED APCH FIX

 $\Delta 6270 \pm$ 

ELEV 5431

**D**





▼

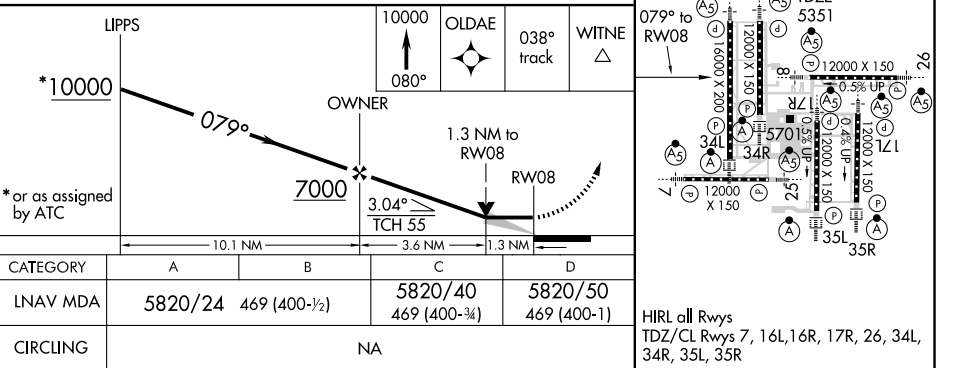
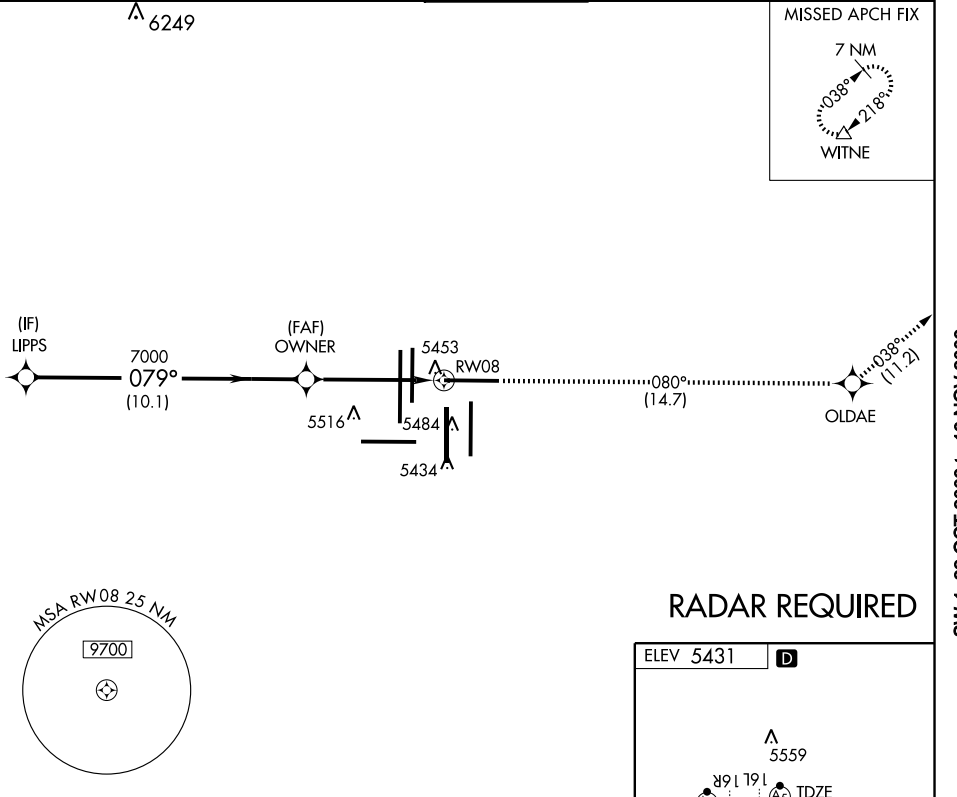
▲ NA

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MALSR

MISSED APPROACH: Climb to 10000 via 080° course to OLDAE WP then 038° track to WITNE WP and hold.

ATIS 125.6 379.9	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 124.3 256.85	GND CON 121.85 377.1	CLNC DEL 118.75
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DENVER INTL (DEN)

**T** NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 12000 via 170° course to LAGRE WP, then 220° track to ONGIE WP, then 147° track to SIGNE WP and hold.

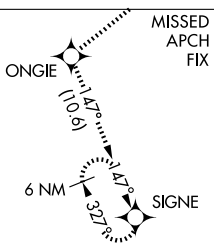
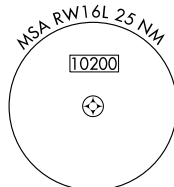
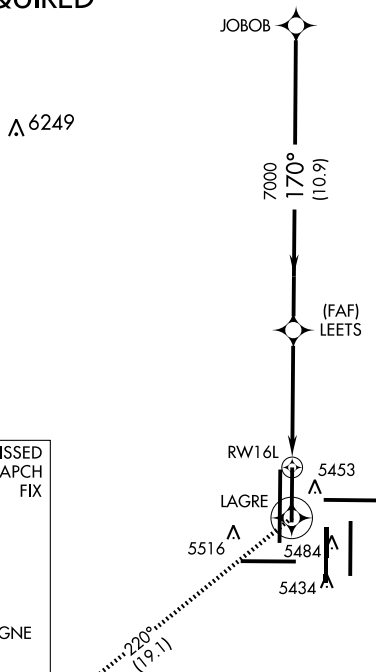
DENVER APP CON			
119.3	307.3	120.35	379.3
(NORTH)		(SOUTH)	




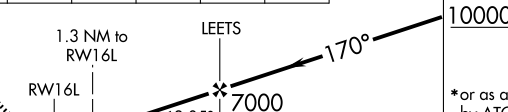
DENVER TOWER  
**135.3 351.95**

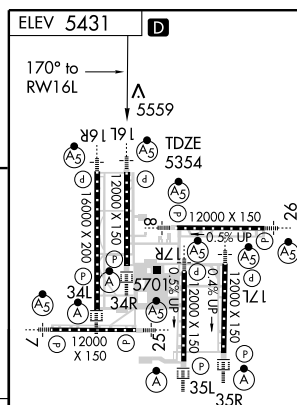
GND CON  
127.5 379.175

CLNC DEL  
118.75

## RADAR REQUIRED



12000 ↑ 170°	LAGRE 	220° track	ONGIE 	147° track	SIGNE 	JOBBOB
						10000*
						*or as assigned by ATC
CATEGORY	A		B		C	D
RNAV MDA	5820/24		466 (400-½)		5820/40 466 (400-¾)	5820/50 466 (400-1)
CIRCLING	NA					



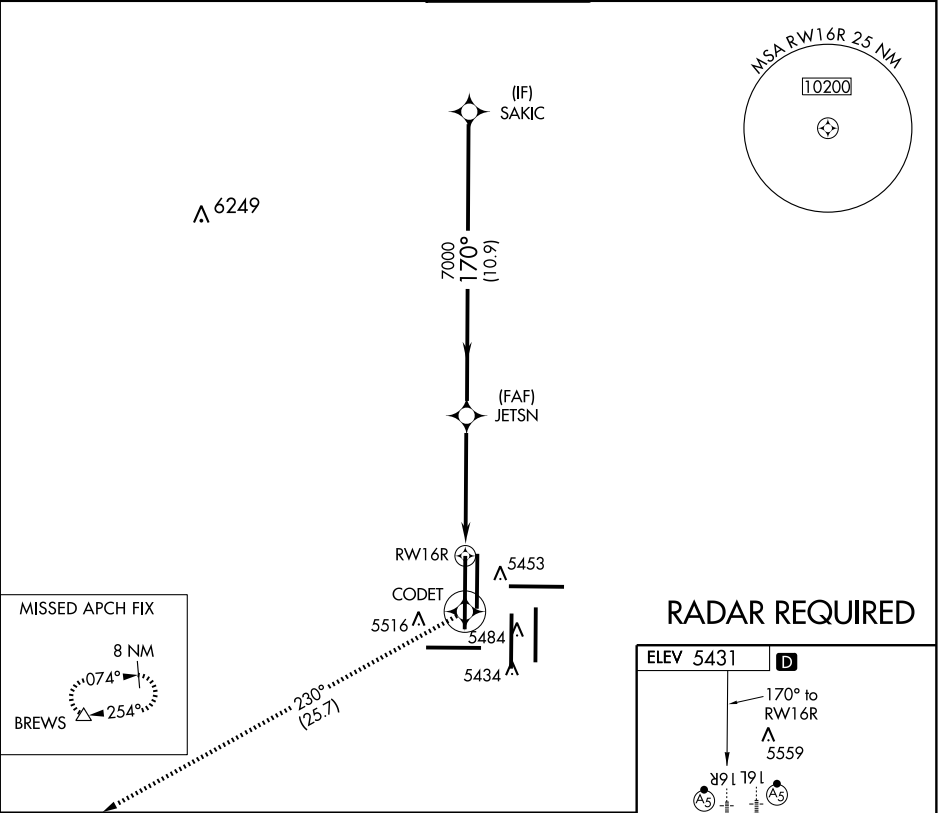
HIRL all Rwy's  
TDZ/CL Rwy's 7, 16L, 16R, 17R, 26, 34L,  
34R, 35L, 35R

APP CRS	Rwy Idg	16000
170°	TDZE	5323
	Apt Elev	5431

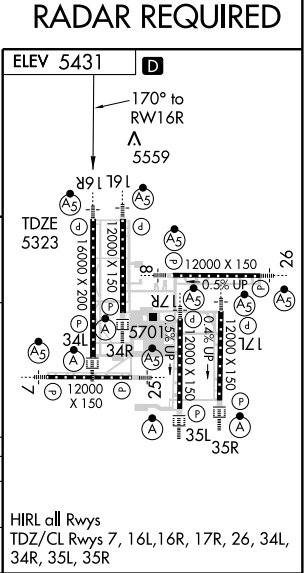
RNAV (GPS) RWY 16R  
DENVER INTL (DEN)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MALSR	MISSED APPROACH: Climb to 13000 direct CODET WP and via 230° track to BREWS WP and hold.
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ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	135.3 351.95	127.5 379.175	118.75




	SAKIC	JETSN	13000	CODET	230° track	BREWS
	*10000	7000		1.4 NM to RWY 16R		
	170°	3.05° TCH 55				
	10.9 NM	3.6 NM	1.4 NM			
CATEGORY	A	B	C	D		
LNAV MDA	5820/24	497 (400-½)	5820/40	5820/50		
			497 (400-¾)	497 (400-1)		
CIRCLING	NA					



APP CRS	Rwy Idg	12000
170°	TDZE	5335
	Apt Elev	5431

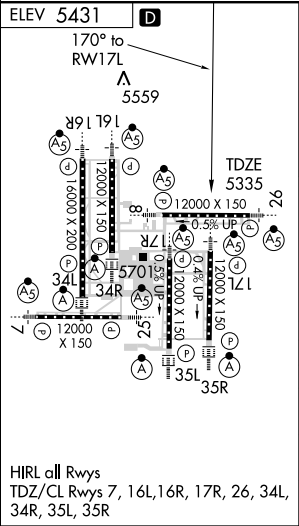
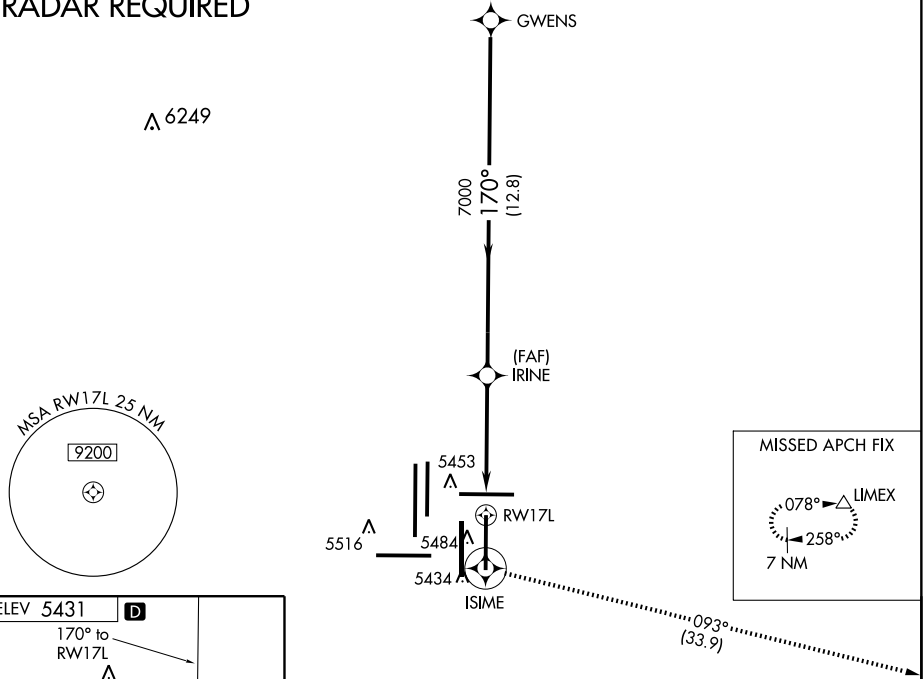
# RNAV (GPS) RWY 17L



DENVER INTL (DEN)

<p><b>GPS</b> or RNP-0.3 required. DME/DME RNP- 0.3 NA.</p> <p><b>NA</b> Baro-VNAV NA below -25°C (-13°F).</p> <p>For inoperative MALSR increase LNAV CAT D visibility to RVR 6000.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 10000 via 170° course to ISIME WP, then via 093° track to LIMEX WP and hold.</p>
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ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	124.3 256.85	121.85 377.1	118.75

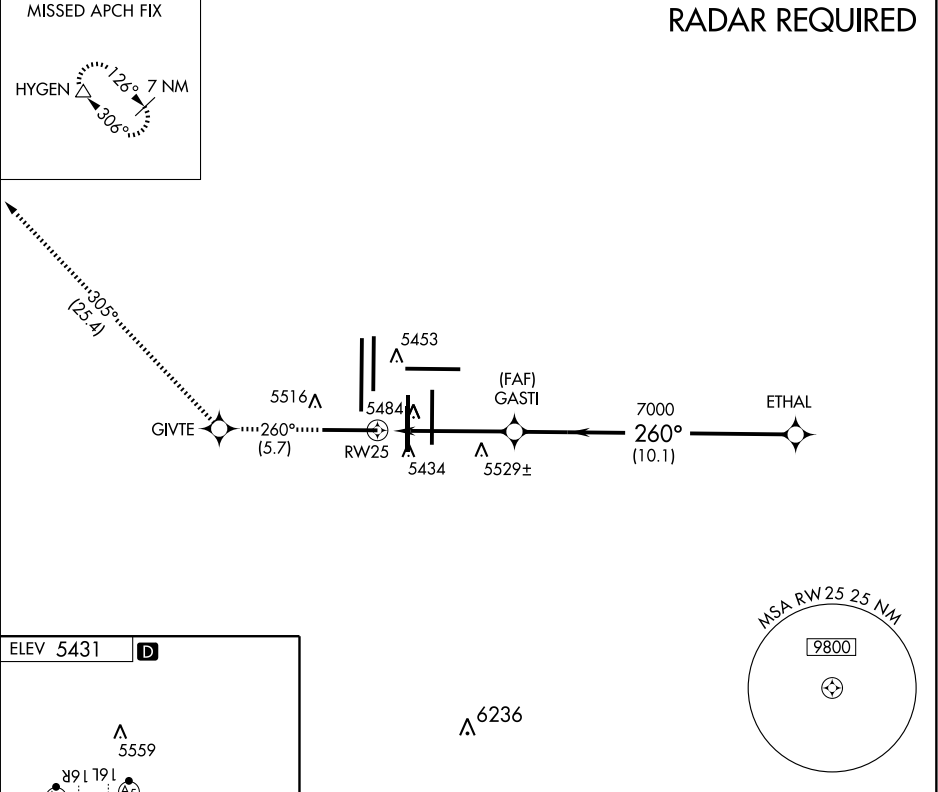
## RADAR REQUIRED





10000	ISIME	093° track	LIMEX	# or as assigned by ATC	GWENS
170°					9000#
* LNAV only					
* 1.1 NM to RWY 17L					
RWY 17L					
1.1 3.9 NM 12.8 NM					
CATEGORY	A	B	C	D	
GLS PA DA	NA				
LNAV/VNAV DA	5700/40 365 (300-34)				
LNAV MDA	5720/24 385 (300-72)				5720/50 385 (300-1)
CIRCLING	NA				



DME/DME RNP-0.3 NA.		MALSRL 	MISSED APPROACH: Climb to 12000 via 260° course to GIVTE WP, then via 305° track to HYGEN WP and hold.	
ATIS 125.6 379.9	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 132.35 273.55	GND CON 127.5 379.175	CLNC DEL 118.75



12000 ↑ 260°	GIVTE 	305° track 	HYGEN △	VGSI and descent angles not coincident.	ETHAL	
1.2 NM to RW25		GASTI		10000*		
RW25		7000				
1.2		3.7 NM		10.1 NM		
CATEGORY		A		B	C	D
LNAV MDA		5780/24		428 (400-½)	5780/40 428 (400-¾)	5780/50 428 (400-1)
CIRCLING		NA				

GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

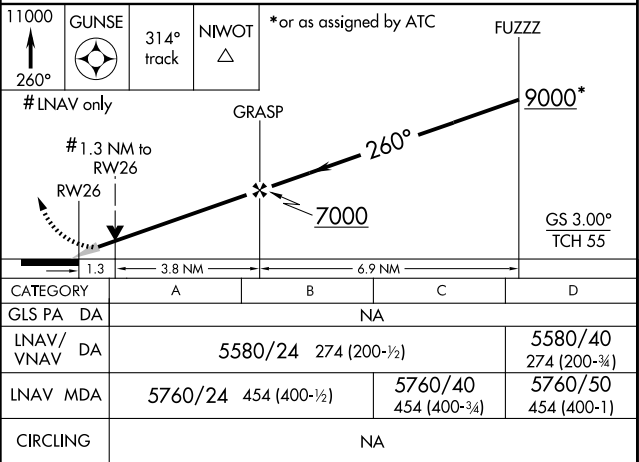
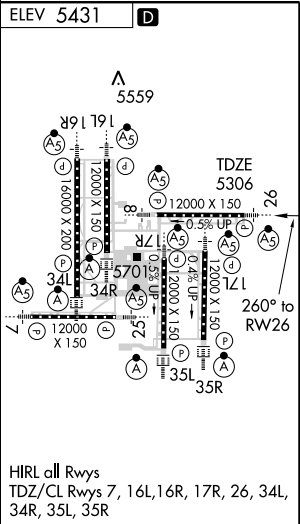
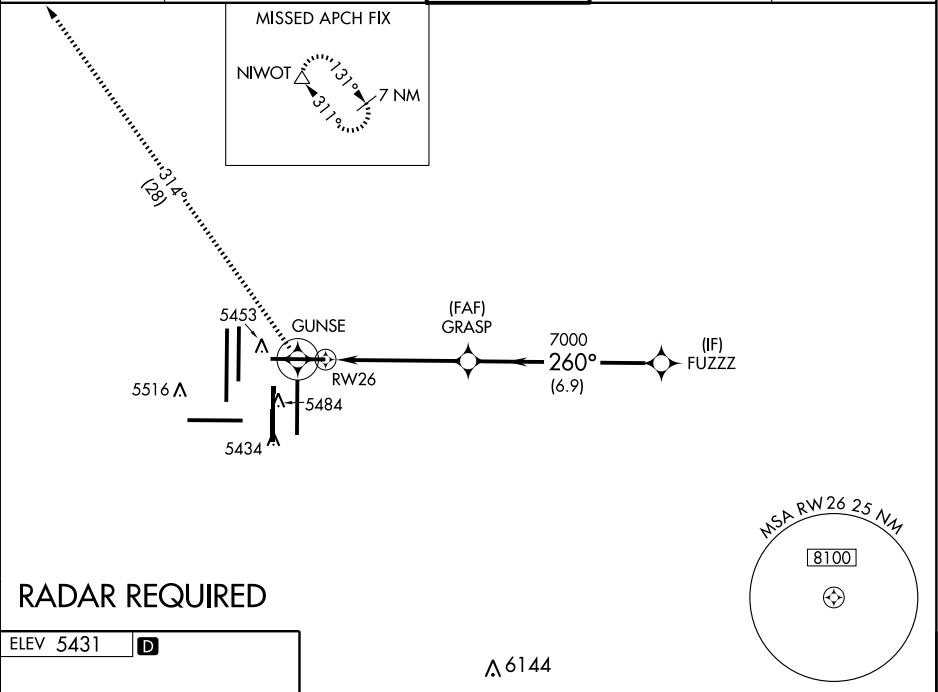
Baro/VNAV NA below -25°C (-13°F).

For inoperative MALSR increase LNAV/VNAV Cat D visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 11000 via 260° course to GUNSE WP, then via 314° track to NIWOT WP and hold.

ATIS 125.6 379.9	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 124.3 256.85	GND CON 121.85 377.1	CLNC DEL 118.75
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AL-9077 (FAA)

APP CRS	Rwy Idg	<b>16000</b>
<b>350°</b>	TDZE	<b>5324</b>
	Apt Elev	<b>5431</b>

RNAV (GPS) RWY 34L  
DENVER INTL (DEN)

DENVER INTL (DEN)

**T** Baro-VNAV NA below -25°C (-13°F)  
**A** NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 12000 direct KIMMM WP and via 292° track to HYGEN WP and hold.

ATIS  
125.6 379.9

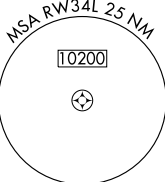
DENVER APP CON  
119.3 307.3 120.35 379.3  
(NORTH) (SOUTH)

DENVER TOWER  
135.3 351.95

GND CON  
127,5 379,175

CLNC DEL  
**118.75**

MISSED APCH FIX

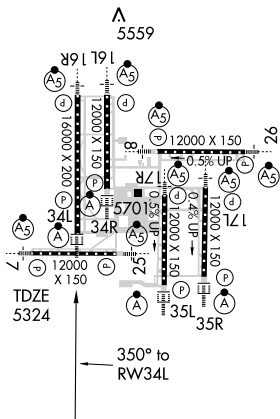


## RADAR REQUIRED

ELEV 5431

D

HIRL all Rwy's  
TDZ/CL Rwy's 7, 16L, 16R, 17R, 26, 34L,  
34R, 35L, 35R



\* or as directed  
by ATC

△ 6525

1200

KIMMM

--	--

\* or as directed by ATC

C

KALHR

# LNAV only

#3 ZIMM

WAZDN

—

10000

CATEGORY
GLS PA DA

---

B	C
NA	
5780/50	456 (400-1)

LNAV/DA

5780/

456 (400-1)

---

INAV MDA

5940/24 616 (600-1/2)

5940/60

5940-1½

CIRCLING

NA

NA

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SW-1. 22 OCT 2009 to 19 NOV 2009



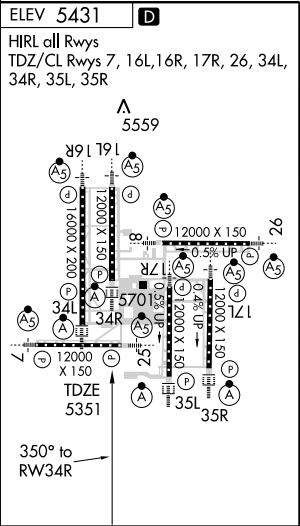
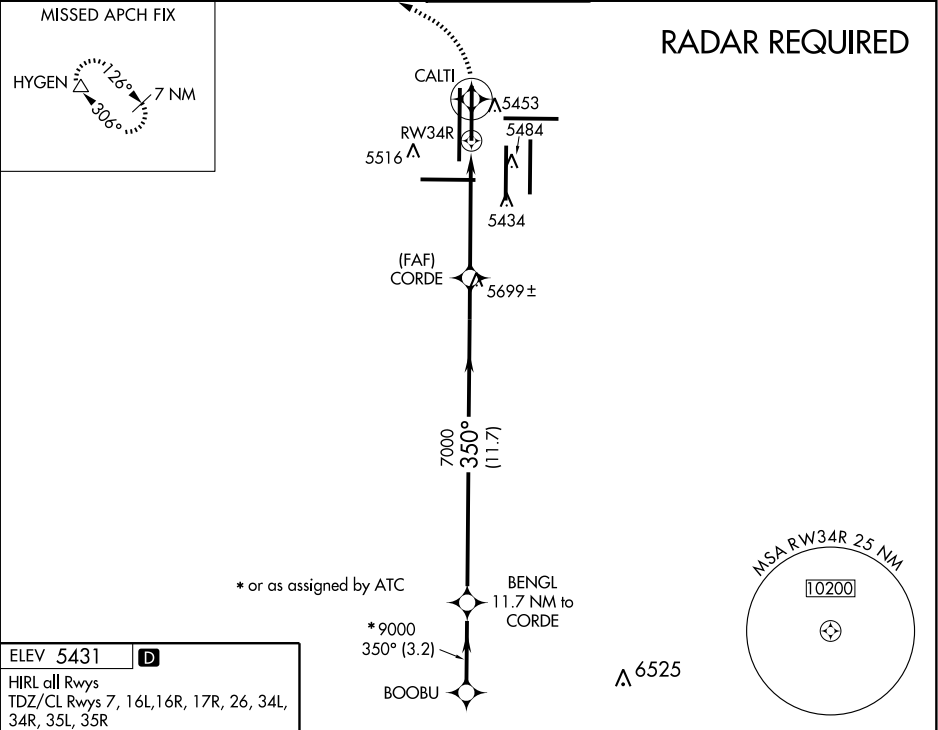
APP CRS	Rwy Idg	12000
350°	TDZE	5351
	Apt Elev	5431

# RNAV (GPS) RWY 34R

DENVER INTL (DEN)

GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.	ALSF-2	MISSED APPROACH: Climb to 12000 via 350° course to CALTI WP, then climbing left turn direct HYGEN WP and hold.
NA		

ATIS 125.6 379.9	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75
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12000 ↑ 350°	CALTI 	HYGEN △	VGSI and descent angles not coincident.		BOOBU
# LNAV only	# 1.7 NM to RW34R	CORDE	BENGL 11.7 NM to CORDE	10000*	
	1.7	3.2 NM	11.7 NM	3.2 NM	
CATEGORY	A	B	C	D	
GLS PA DA	NA				
LNAV/ VNAV DA	5920-1½ 569 (500-1½)				
LNAV MDA	5940/24	589 (600-½)	5940/50 589 (600-1)	5940/60 589 (600-1¼)	
CIRCLING	NA				



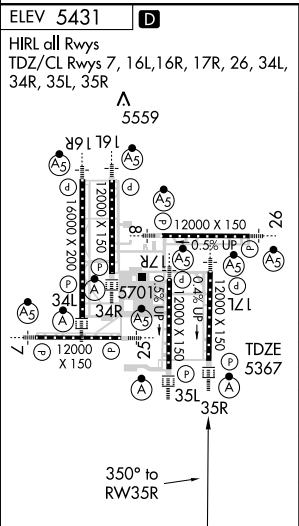
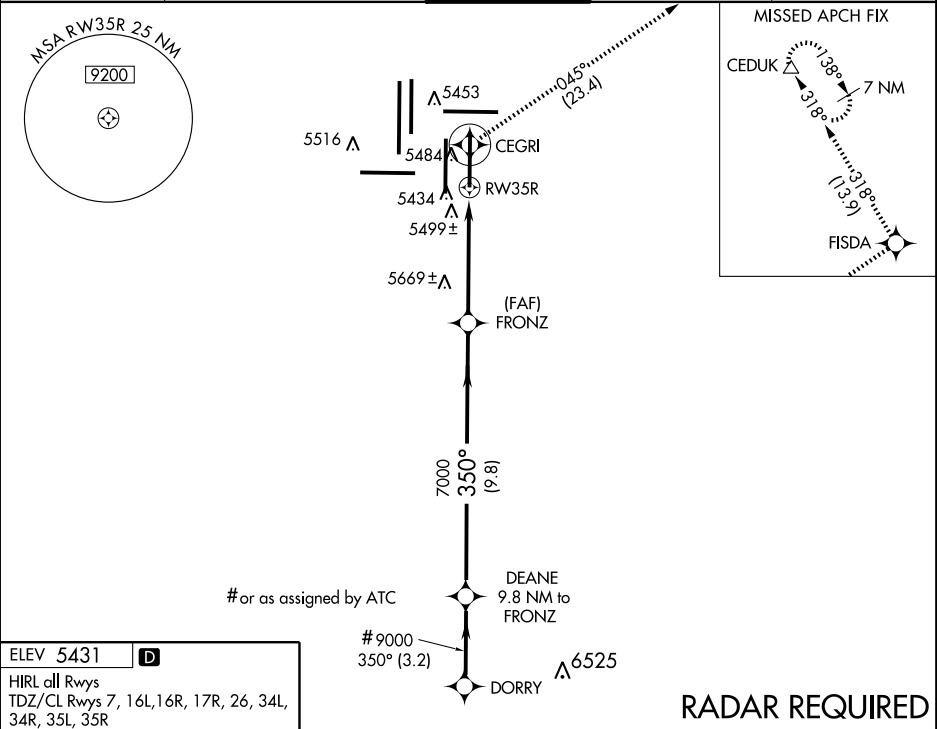
APP CRS	Rwy Idg	12000
350°	TDZE	5367
	Apt Elev	5431

# RNAV (GPS) RWY 35R

DENVER INTL (DEN)

<b>GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.</b>	<b>ALSF-2</b>	<b>MISSED APPROACH:</b> Climb to 10000 via 350° course to CEGRI WP, then via 045° track to FISDA WP, then via 318° track to CEDUK WP and hold.
<b>NA</b>		

<b>ATIS</b> <b>125.6 379.9</b>	<b>DENVER APP CON</b> <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	<b>DENVER TOWER</b> <b>124.3 256.85</b>	<b>GND CON</b> <b>121.85 377.1</b>	<b>CLNC DEL</b> <b>118.75</b>
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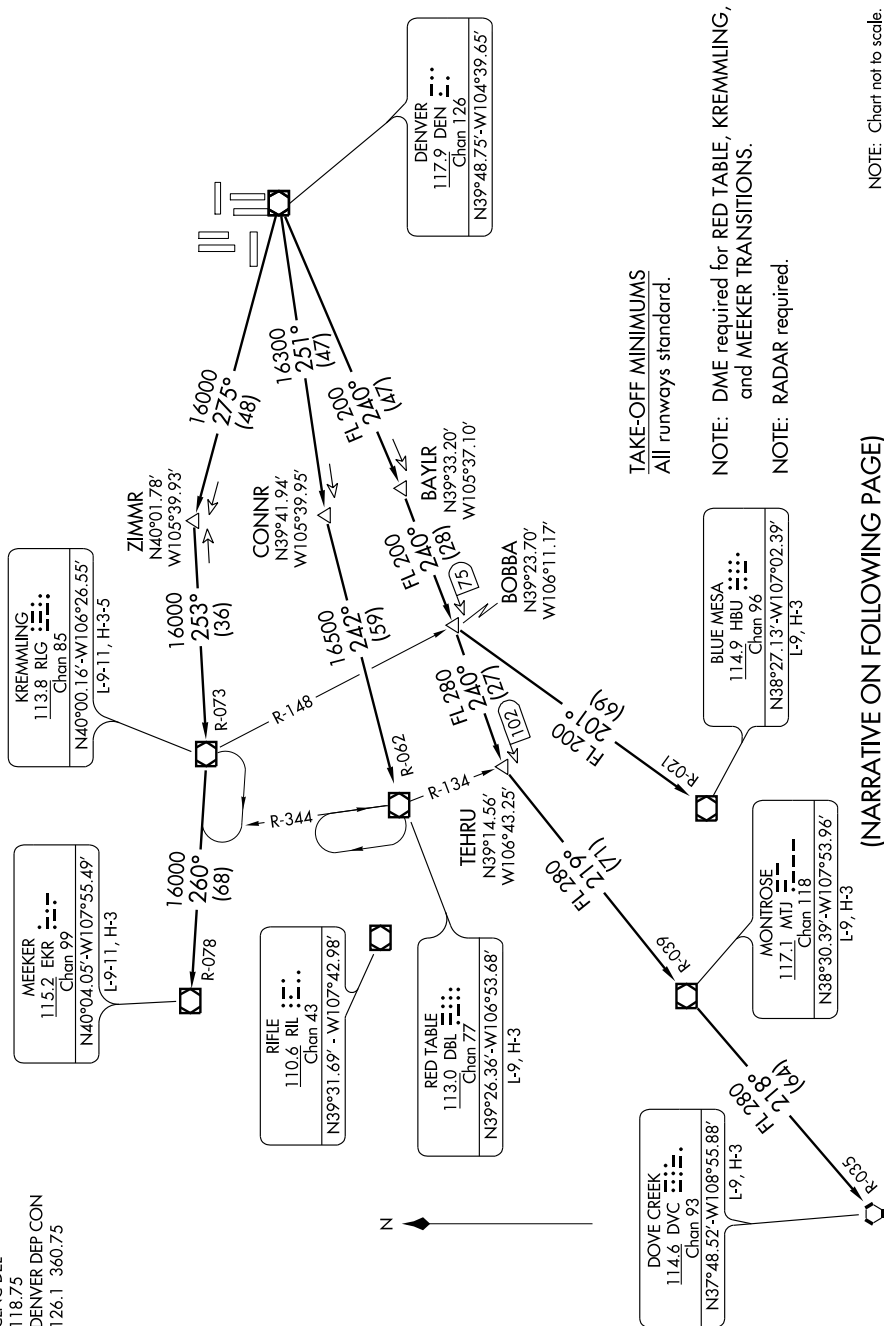
RADAR REQUIRED				
10000 350°	CEGRI	045° track	FISDA	318° track
			CEDUK	
* LNAV only				
* 1.8 NM to RW35R				
FRONZ				
RW35R				
1.8 3.1 NM 9.8 NM 3.2 NM				
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	5760/40 393 (400-¾)			
LNAV MDA	5920/24 553 (500-½)		5920/50 553 (500-1)	5920/60 553 (500-1¼)
CIRCLING	NA			

## ROCKIES SEVEN DEPARTURE

SL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

ATIS 134.025  
CLINC DEL  
118.75  
DENVER DEP C  
1126.1 360.75



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1. 22 OCT 2009 to 19 NOV 2009

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

## TAKE-OFF OBSTACLE NOTES

RWY 8: Multiple trees beginning 115' from DER, 444' right of centerline, up to 100' AGL/5389' MSL.

RWY 16L: Tower 4722' from DER, 1359' left of centerline, 153' AGL/5473' MSL.

Antenna on OL tower 4746' from DER, 1358' left of centerline, 153' AGL/5473' MSL.

RWY 17L: Multiple trees beginning 247' from DER, 543' right of centerline, up to 100' AGL/5489' MSL.

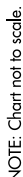
RWY 17R: Multiple trees beginning 1457' from DER, 759' right of centerline, up to 100' AGL/5529' MSL.

RWY 25: Multiple trees beginning 303' from DER, 557' right of centerline, up to 100' AGL/5439' MSL.

RWY 34L: Multiple trees beginning 273' from DER, 537' right of centerline, up to 100' AGL/5399' MSL.

RWY 34R: Multiple trees beginning 471' from DER, 580' right of centerline, up to 100' AGL/5449' MSL.

RWY 35L: Terrain beginning 149' from DER, 34' right of centerline, up to 5414' MSL.



## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.





## ARRIVAL DESCRIPTION

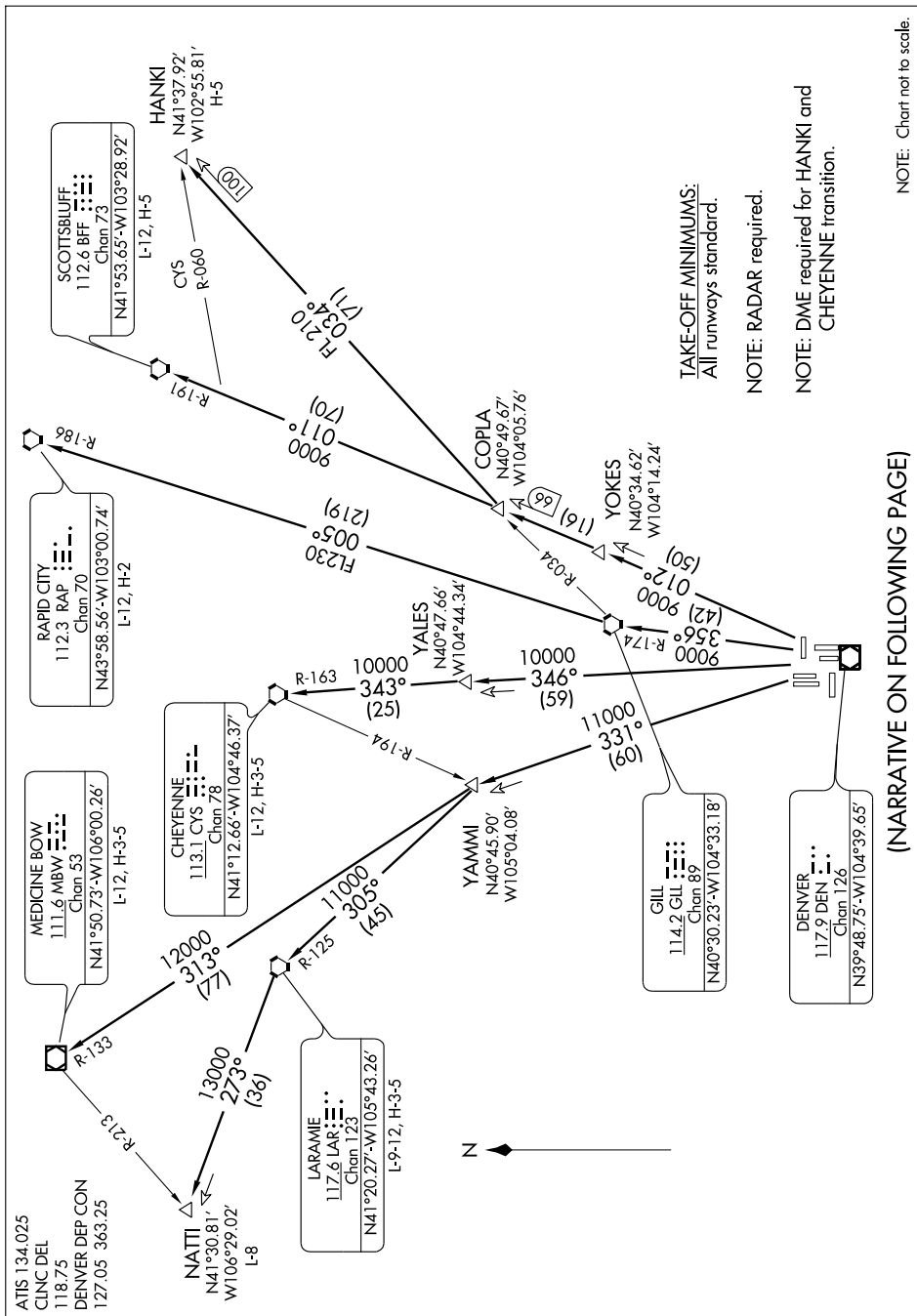
HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

## YELLOWSTONE SIX DEPARTURE



## YELLOWSTONE SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

## TAKE-OFF OBSTACLE NOTES

RWY 8: Multiple trees beginning 115' from DER, 444' right of centerline, up to 100' AGL/5389' MSL.

RWY 16L: Tower 4722' from DER, 1359' left of centerline, 153' AGL/5473' MSL.

Antenna on OL tower 4746' from DER, 1358' left of centerline, 153' AGL/5473' MSL.

RWY 17L: Multiple trees beginning 247' from DER, 543' right of centerline, up to 100' AGL/5489' MSL.

RWY 17R: Multiple trees beginning 1457' from DER, 759' right of centerline, up to 100' AGL/5529' MSL.

RWY 25: Multiple trees beginning 303' from DER, 557' right of centerline, up to 100' AGL/5439' MSL.

RWY 34L: Multiple trees beginning 273' from DER, 537' right of centerline, up to 100' AGL/5399' MSL.

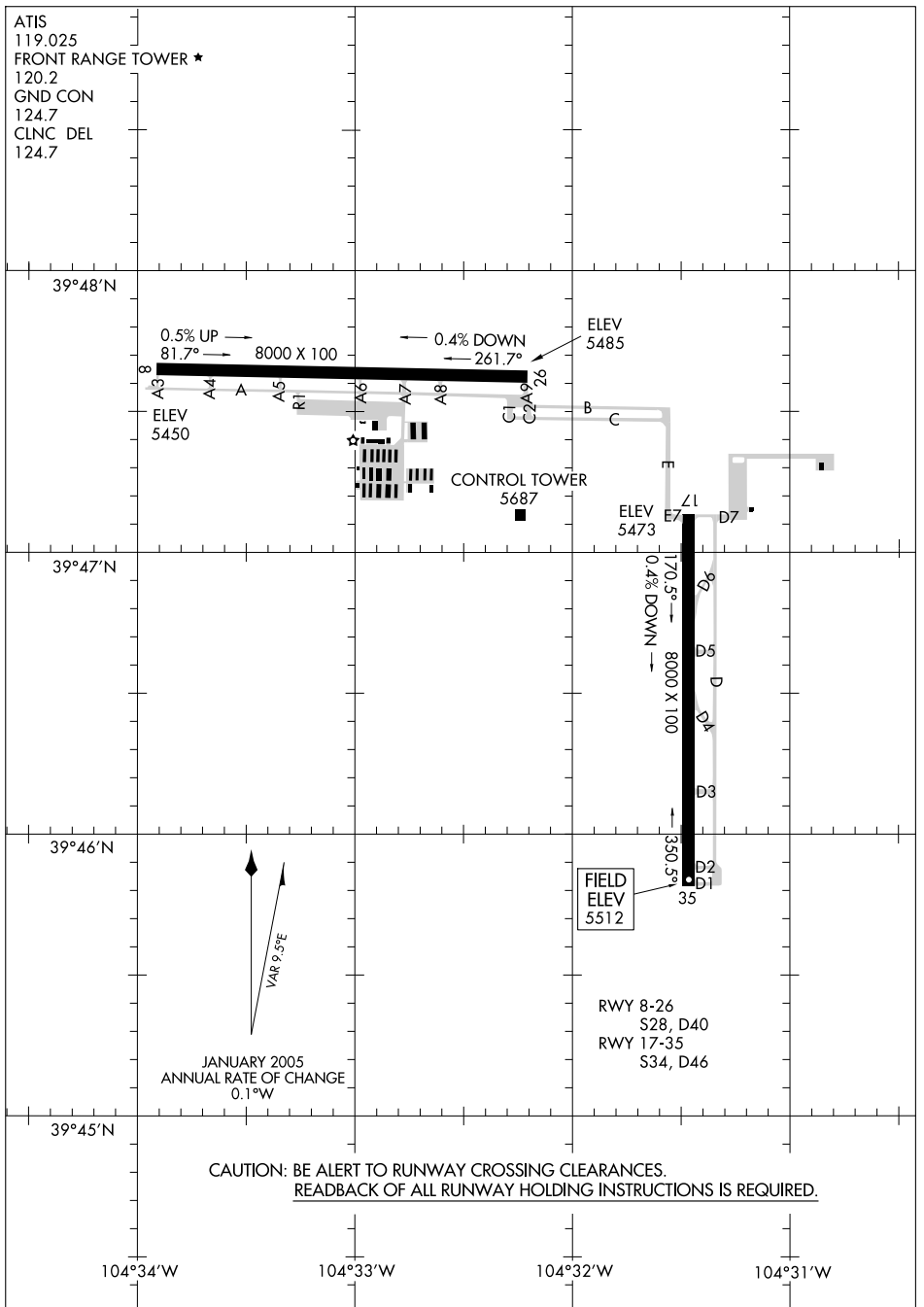
RWY 34R: Multiple trees beginning 471' from DER, 580' right of centerline, up to 100' AGL/5449' MSL.

RWY 35L: Terrain beginning 149' from DER, 34' right of centerline, up to 5414' MSL.

# AIRPORT DIAGRAM

AL-6851 (FAA)

DENVER/FRONT RANGE (FTG)  
DENVER, COLORADO



## DENVER, COLORADO



NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

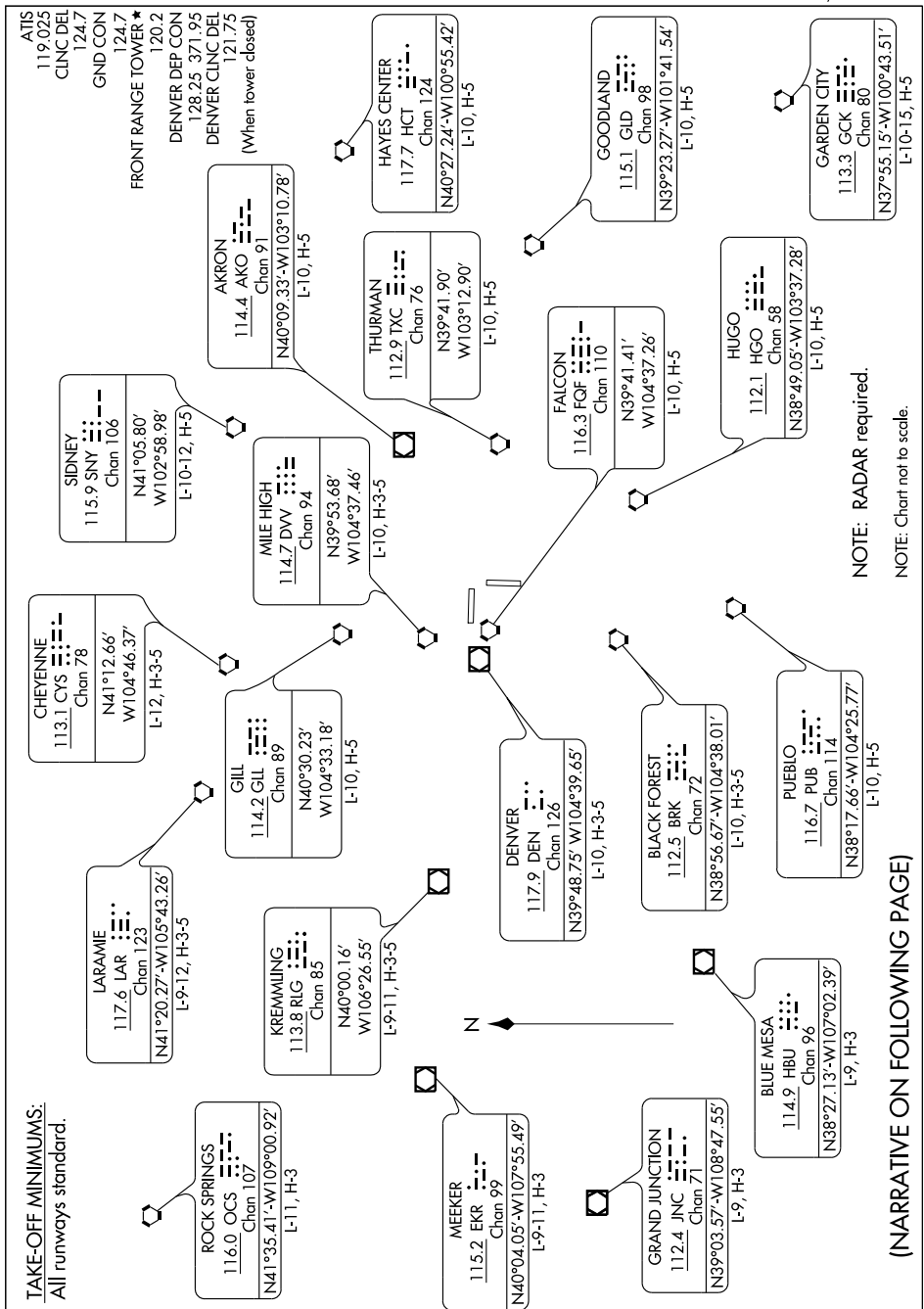
....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

## DENVER FIVE DEPARTURE

SL-6851 (FAA)

DENVER/FRONT RANGE (FTG)

DENVER, COLORADO





## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.



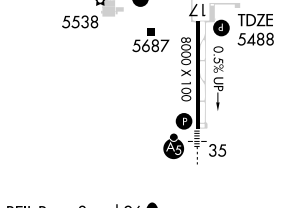
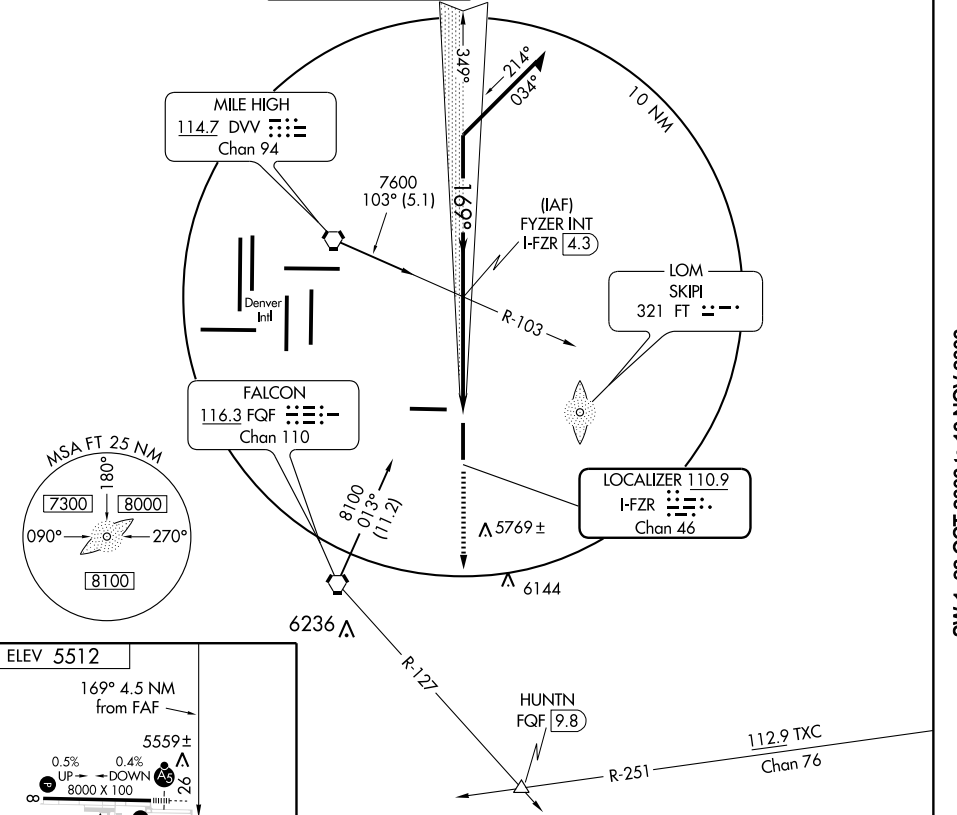
▼

▲ NA

When local altimeter not received use Denver Intl altimeter setting and increase all DH/MDAs 40 feet.

MISSED APPROACH: Climb to 6000, continue climbing to 8500 via heading 169° and FQG VORTAC R-127 to HUNTN Int.

ATIS 119.025	DENVER APP CON 128.25 371.95	FRONT RANGE TOWER★ 120.2 (CTAF) 0	GND CON 124.7	CLNC DEL 124.7	DENVER CLNC DEL 121.75 (When tower closed)	UNICOM 122.95
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FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20
CATEGORY	A	B	C	D	
S-ILS 17	5688-¾ 200 (200-¾)				
S-LOC 17	5820-1 332 (400-1)				
CIRCLING	5960-1 448 (500-1)	5980-1 468 (500-1)	5980-1½ 468 (500-1½)	6080-2 568 (600-2)	

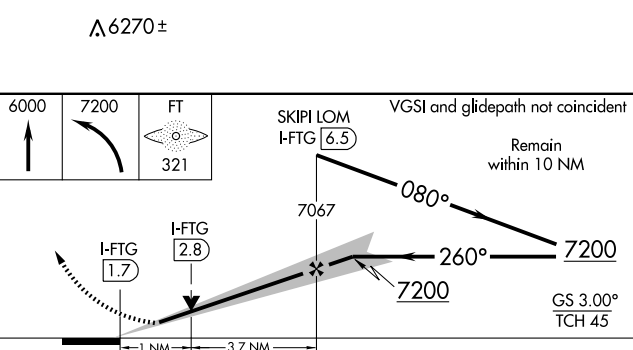
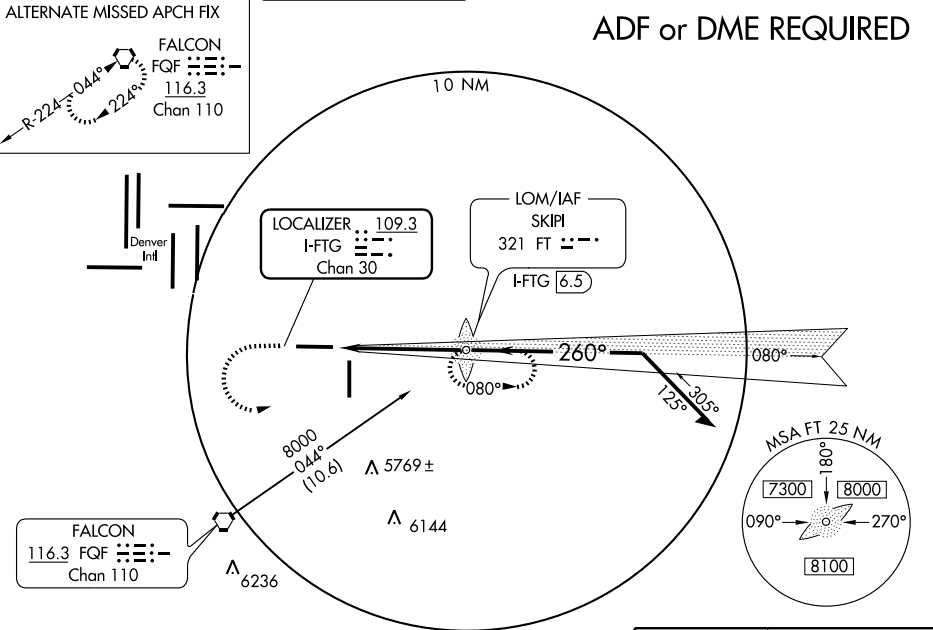
LOC/DME I-FTG	APP CRS	Rwy Idg	8000
109.3	260°	TDZE	5485
Chan 30		Apt Elev	5512

**NA** When local altimeter setting not received use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase S-LOC visibility Cat C to ¾ mile. VDP NA when using Denver Intl altimeter setting. ADF required

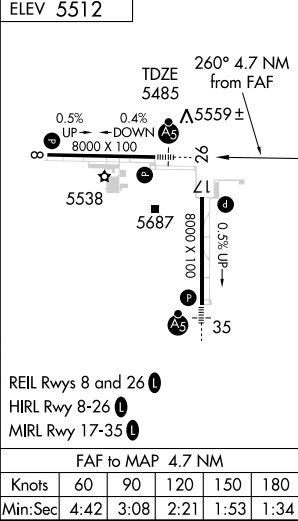
**MALSR**

**MISSED APPROACH:** Climb to 6000 then climbing left turn to 7200 direct SKIPI LOM/ I-FTG 6.5 DME and hold.

ATIS	DENVER APP CON	FRONT RANGE TOWER*	GND CON	CLNC DEL	DENVER CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) 1	124.7	124.7	121.75 (When tower closed)	122.95



CATEGORY	A	B	C	D
S-ILS 26	5685-½ 200 (200-½)			
S-LOC 26	5860-½ 375 (400-½)			5860-¾ 375 (400-¾)
CIRCLING	5960-1 448 (500-1)	5980-1 468 (500-1)	5980-1½ 468 (500-1½)	6080-2 568 (600-2)



LOC/DME I-VWT <b><u>110.9</u></b> Chan <b>46</b>	APP CRS <b>349°</b>	Rwy Idg <b>8000</b> TDZE <b>5512</b> Apt Elev <b>5512</b>
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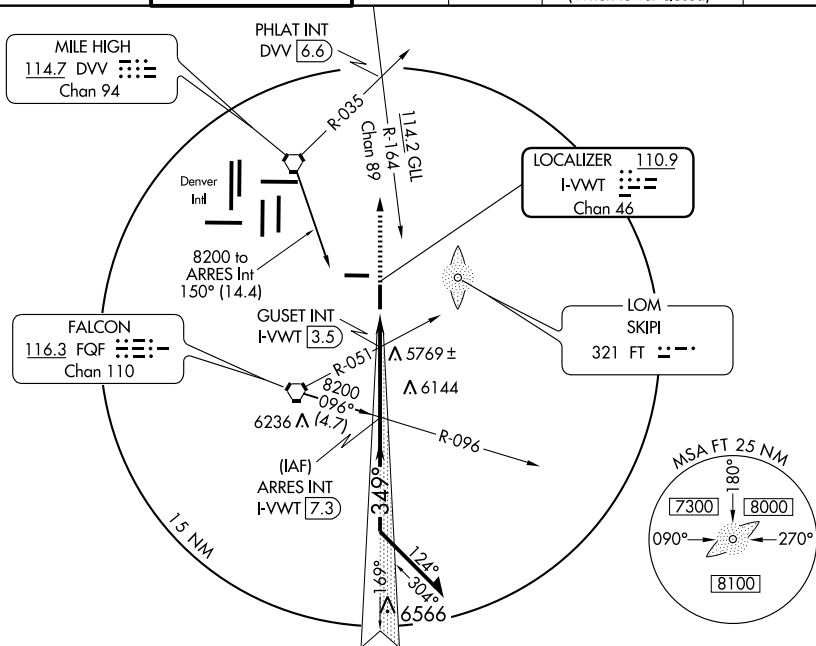
ILS or LOC RWY 35  
DENVER/FRONT RANGE (FTG)

**T** If local altimeter not received, use Denver Intl  
**A** **NA** altimeter setting and increase all DH/MDA 40 feet.

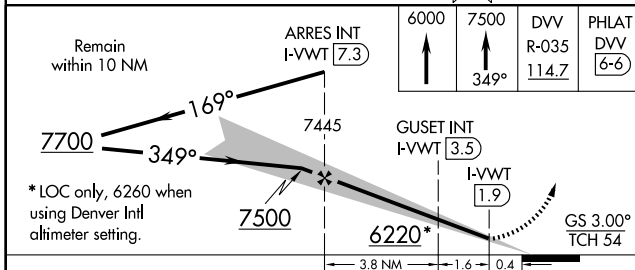
MALSR

**MISSED APPROACH:** Climb to 6000; continue climb to 7500 via heading 349° and DVV VORTAC R-035 to PHLAT Int.

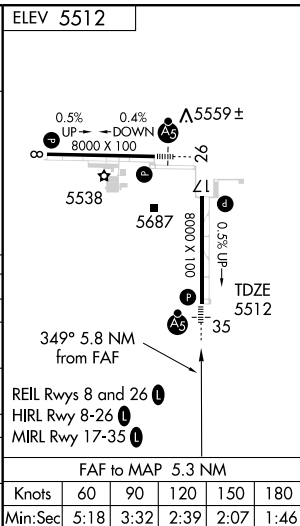
ATIS <b>119.025</b>	DENVER APP CON <b>128.25 371.95</b>	FRONT RANGE TOWER★ <b>120.2 (CTAF) 0</b>	GND CON <b>124.7</b>	CLNC DEL <b>124.7</b>	DENVER CLNC DEL <b>121.75</b> (When tower closed)	UNICOM <b>122.95</b>
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SW-1. 22 OCT 2009 to 19 NOV 2009



CATEGORY	A	B	C	D
S-ILS 35	5712-¾ 200 (200-¾)			
S-LOC 35	6220-1	708 (800-1)	6220-2 708 (800-2)	6220-2 ¼ 708 (800-2 ¼)
CIRCLING	6220-1	708 (800-1)	6220-2 708 (800-2)	6220-2 ¼ 708 (800-2 ¼)
GUEST INT/DME MINIMA				
S-LOC 35	6000-1	488 (500-1)	6000-1 ¼ 488 (500-1 ¼)	6000-1 ½ 488 (500-1 ½)
CIRCLING	6000-1	488 (500-1)	6000-1 ½ 488 (500-1 ½)	6080-2 568 (600-2)





NOTE: Adjacent STAR is SAYGE ARRIVAL.

NOTE: Chart not to scale.

NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....


ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....


....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

DENVER APP CON  
119.3 307.3  
BUCKLEY AFB ATIS  
119.675 259.3  
CENTENNIAL ATIS  
120.3  
DENVER INTL ATIS ARR  
125.6  
FRONT RANGE ATIS  
119.025  
ROCKY MOUNTAIN METRO ATIS  
126.25

GILL  
114.2 GLL   
Chan 89  
N40°30.23'-W104°33.18'

FORT COLLINS-  
LOVELAND MUNI 

 GREELEY-  
WELD COUNTY

DENVER  
117.9 DEN   
Chan 126  
N39°48.75'-W104°

JEFFCO  
115.4 BJC  
Chap 101

HUUGE  
N39°34.72'  
W104°47.91'


PAYDD  
N39°24.10'  
W105°04.73'


LARKS  
N39°15.44'-W105°18.31'  
VERTICAL NAVIGATION  
PLANNING INFORMATION


**TURBOJET:** Expect to cross at 17000 and 250 KIAS or as assigned by ATC.

at  
14406  
\*138


FALCON  
116.3 FQF :::: -  
Chan 110  
N39°41.41'  
W104°37.26'

RED TABLE  
113.0 DBL   
Chgn 77


BLUE MESA  
114.9 HBU   
Chen 96

BLACK FOREST  
12.5 BRK   
Chan 72

MAA FL450  
FL200  
\*15400  
— 262° —  
(74)

PUEBLO  
116.7 PUB   
Chan 114  
N38°17.66'-W104°25.77'  
L-10, H-5

ALAMOSA  
113.9 ALS  $\begin{smallmatrix} \text{---} \\ \text{---} \\ \text{---} \end{smallmatrix} \cdot \cdot$   
Chan 86  
7°20.95'-W105°48.93'  
L-8-9, H-4-5

RATTLESNAKE  
115.3 RSK   
Chan 100  
6°44.90'-W108°05.93'  
L-8, H-4

NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1 22 OCT 2009 to 19 NOV 2009

## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

LOM FT	APP CRS	Rwy Idg	<b>8000</b>
<b>321</b>	<b>260°</b>	TDZE	<b>5485</b>
		Apt Elev	<b>5512</b>

# NDB RWY 26

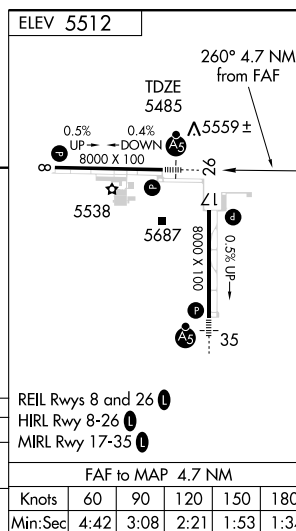
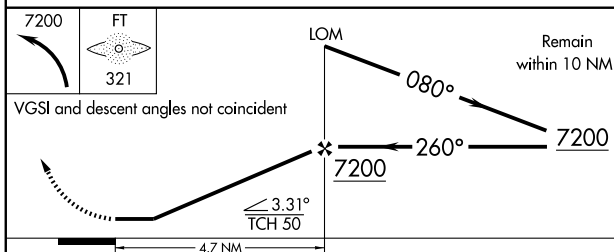
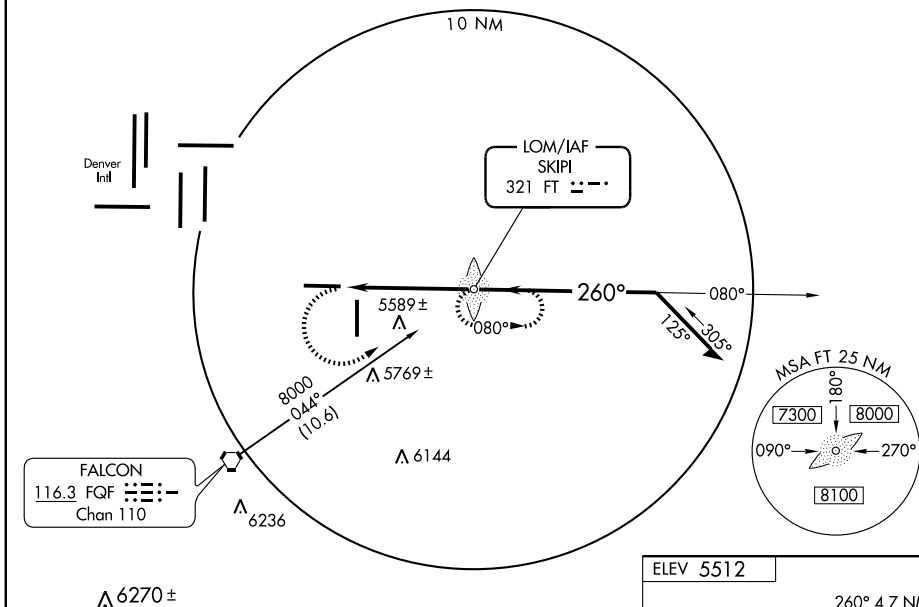
## DENVER/FRONT RANGE (FTG)

<b>T</b>	When local altimeter setting not received use Denver Intl
<b>A NA</b>	altimeter setting and increase all MDA 40 feet, increase S-26 Cat D visibility to 1 1/4.

MALSR

**MISSED APPROACH:** Climbing left turn to 7200 direct FT LOM and hold.

ATIS <b>119.025</b>	DENVER APP CON <b>128.25 371.95</b>	FRONT RANGE TOWER★ <b>120.2 (CTAF) 0</b>	GND CON <b>124.7</b>	CLNC DEL <b>124.7</b>	DENVER CLNC DEL <b>121.75</b> (When tower closed)	UNICOM <b>122.95</b>
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## PIKES FOUR DEPARTURE

SL-6851 (FAA)

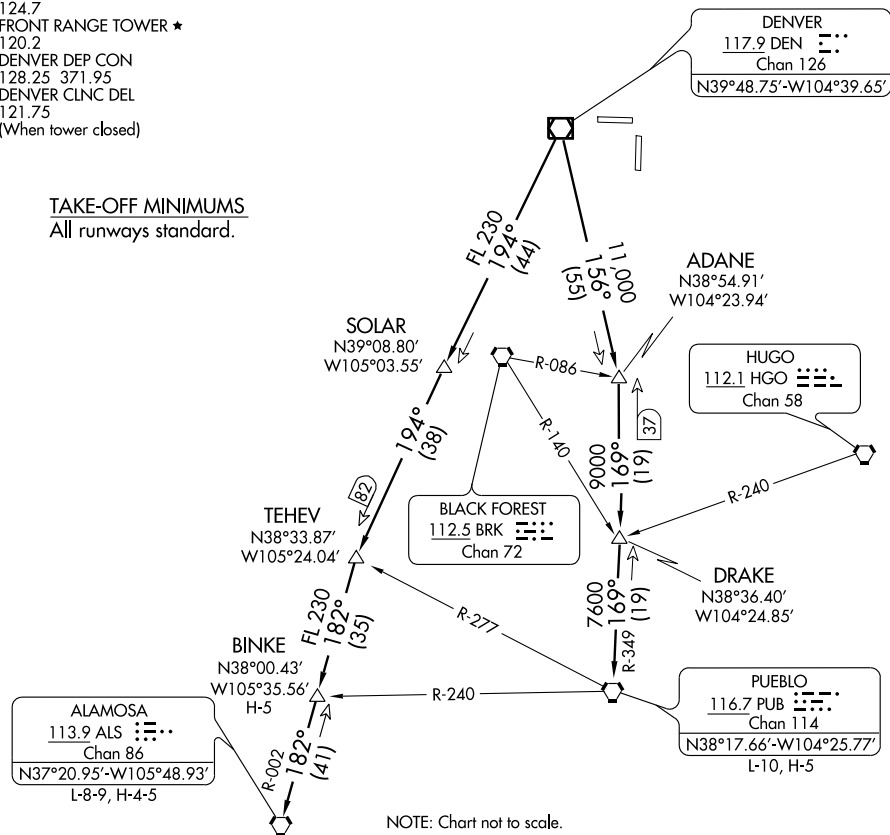
DENVER/ FRONT RANGE (FTG)

DENVER, COLORADO

ATIS  
119.025  
CLNC DEL  
124.7  
GND CON  
124.7  
FRONT RANGE TOWER ★  
120.2  
DENVER DEP CON  
128.25 371.95  
DENVER CLNC DEL  
121.75  
(When tower closed)

TAKE-OFF MINIMUMS

All runways standard.



## DEPARTURE ROUTE DESCRIPTION

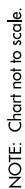
Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.





## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.



## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VORTAC via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

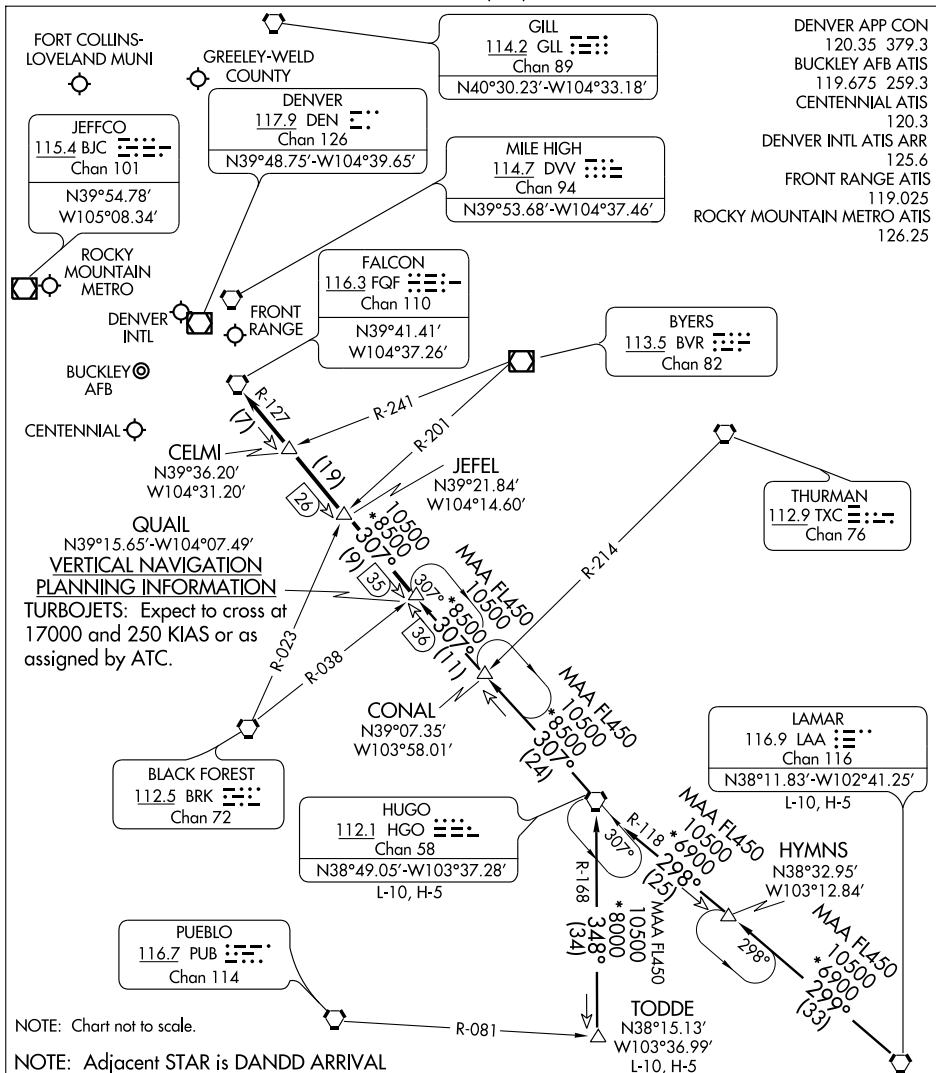
RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

## QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



**HUGO TRANSITION (HGO.QUAIL6):** From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

**LAMAR TRANSITION (LAA.QUAIL6):** From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to QUAIL INT. Thence....

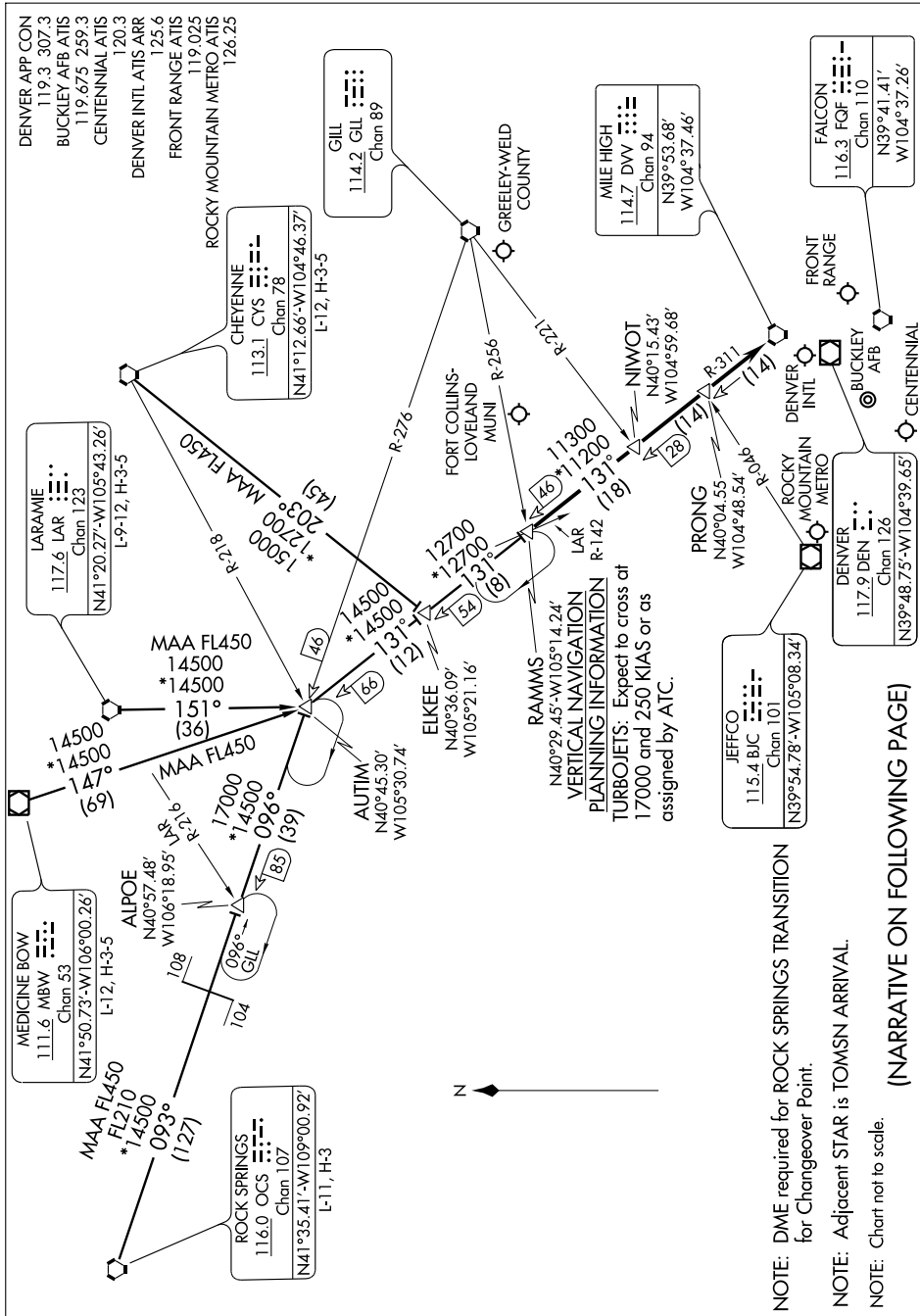
**TODDE TRANSITION (TODDE.QUAIL6):** From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC.  
 Expect radar vectors to the final approach course at or before FQF VORTAC.

## RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VORTAC via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.



▼

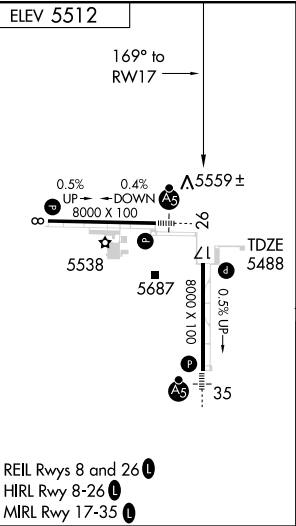
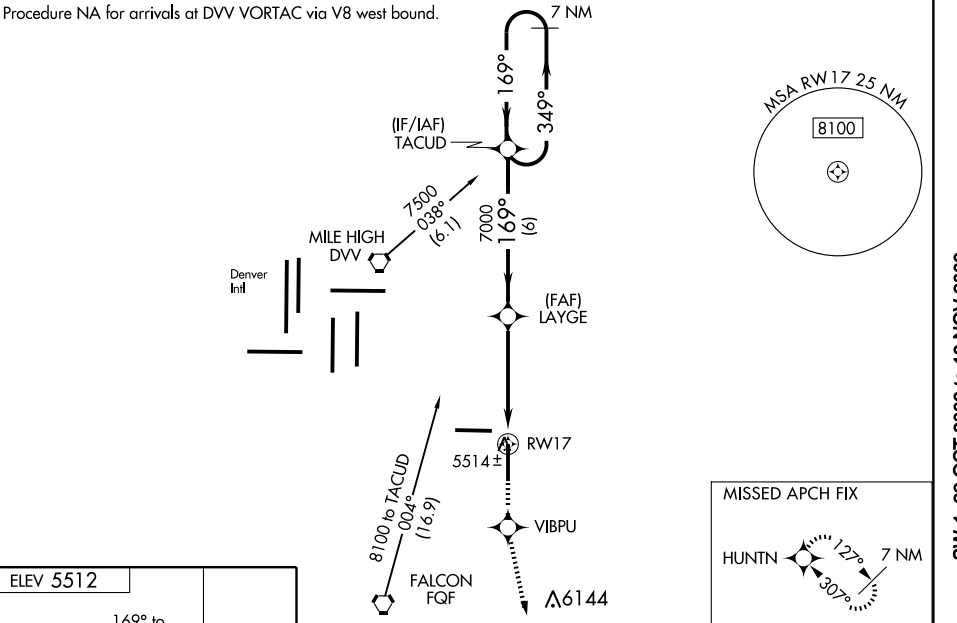
▲ NA

DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F). When local altimeter setting not received use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet. Increase LNAV visibility Cat D to 1½ mile: Baro-VNAV and VDP NA when using Denver Intl altimeter setting.

MISSED APPROACH: Climb to 8500 direct VIBPU and via 157° track to HUNTN and hold.

ATIS <b>119.025</b>	DENVER APP CON <b>128.25 371.95</b>	FRONT RANGE TOWER★ <b>120.2 (CTAF) 0</b>	GND CON <b>124.7</b>	CLNC DEL <b>124.7</b>	DENVER CLNC DEL <b>121.75</b> (When tower closed)	UNICOM <b>122.95</b>
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Procedure NA for arrivals at FQF VORTAC via V160 southwest bound.  
Procedure NA for arrivals at DVV VORTAC via V8 west bound.



7 NM Holding Pattern		TACUD	LAYGE	8500 ↑	VIBPU ✧	157° track	HUNTN ✧
7000 ← 349° 169° →		169° →		LNNAV only*			
°GS 3.00 TCH 50		7000 ↗		1.2 NM to *RW17			
		6 NM		3.4 NM		1.2	
				RW17		↻	
CATEGORY	A	B	C	D			
LPV DA	5738-1		250 (300-1)				
LNAV/ VNAV DA	5839-1¼		351 (400-1¼)				
LNAV MDA	5900-1	412 (500-1)	5900-1¼ 412 (500-1¼)	5900-1¼ 412 (500-1¼)			
CIRCLING	5960-1 448 (500-1)	5980-1 468 (500-1)	5980-1½ 468 (500-1½)	6080-2 568 (600-2)			

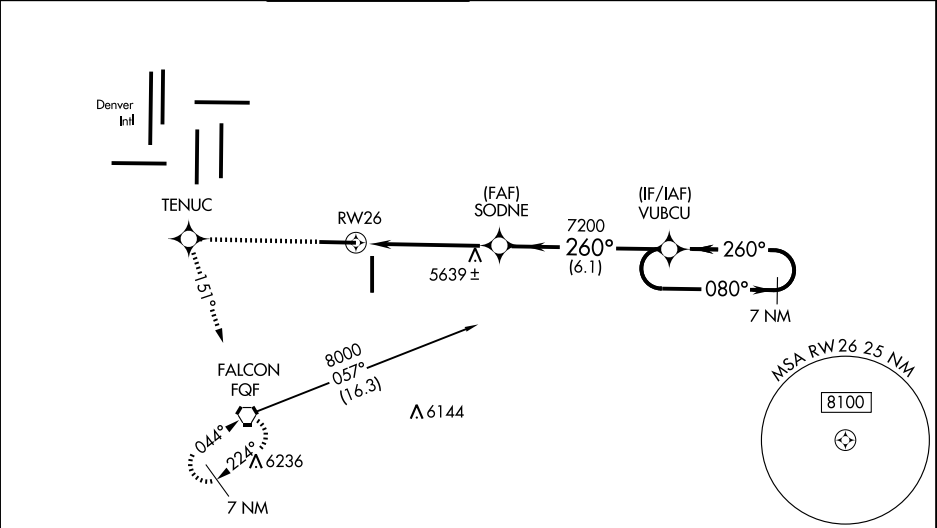
WAAS CH <b>93909</b> <b>W26A</b>	APP CRS <b>260°</b>	Rwy Idg TDZE Apt Elev <b>8000</b> <b>5485</b> <b>5512</b>
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RNAV (GPS) RWY 26  
DENVER/ FRONT RANGE (FTG)

**NA** DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 38° C (100°F). When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LNAV/VNAV visibility Cat A, B, C to ¾ mile. For inoperative MALSR increase LNAV/VNAV visibility Cat D to 1 mile, LNAV visibility Cat D to 1 ¼ mile. For inoperative MALSR when using Denver Intl altimeter setting increase LPV visibility all Cats to 1 mile, LNAV/VNAV visibility all Cats to 1 ¼ mile. Baro-VNAV and VDP NA when using Denver Intl altimeter setting.

**MALSR**  
MISSED APPROACH: Climb to 8000 direct TENUC and left turn via 151° track to FQF VORTAC and hold. Continue climb-in-hold to 8000.

ATIS <b>119.025</b>	DENVER APP CON <b>128.25 371.95</b>	FRONT RANGE TOWER★ <b>120.2(CTAF) 0</b>	GND CON <b>124.7</b>	CLNC DEL <b>124.7</b>	DENVER CLNC DEL <b>121.75</b> (When tower closed)	UNICOM <b>122.95</b>
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ELEV 5512				
8000	TENUC	151° track	FQF	
*LNAV only				
RW26				
1.2 NM to RW26*				
SODNE				
VUBCU				
7 NM Holding Pattern				
260° 080° 7200				
GS 3.00° TCH 50				
CATEGORY	A	B	C	D
LPV DA	5735-½ 250 (300-½)			
LNAV/VNAV DA	5786-½ 301 (300-½)		5786-¾ 301 (300-¾)	
LNAV MDA	5900-½ 415 (500-½)		5900-¾ 415 (500-¾)	
CIRCLING	5960-1 448 (500-1)	5980-1 468 (500-1)	5980-½ 468 (500-½)	6080-2 568 (600-2)

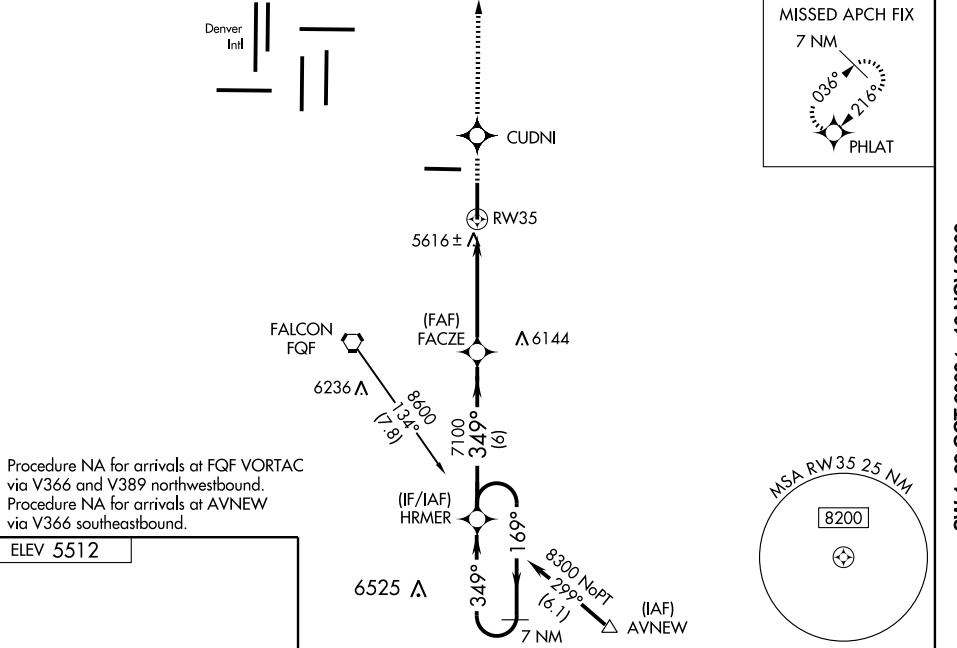
This diagram provides a detailed view of the approach path. It shows the TDZE at 5485 feet, followed by a 0.5% UP slope to 5538 feet, then a 0.4% DOWN slope to 5559± feet. A 0.5% UP slope leads to a 35 foot obstacle. A 260° track leads to RW26. A 0.5% UP slope leads to a 35 foot obstacle. A 0.5% UP slope leads to a 35 foot obstacle.

WAAS CH <b>93809</b> <b>W35A</b>	APP CRS <b>349°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>5512</b> <b>5512</b>
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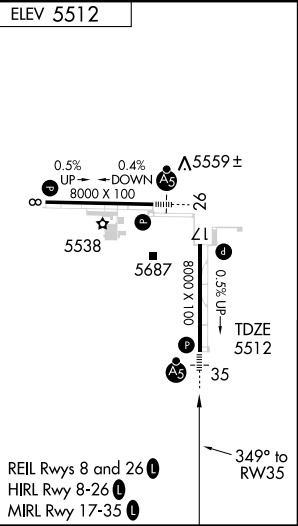
**NA** DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F). When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV all Cats visibility to ¾ mile, LNAV/VNAV all Cats visibility to 1 mile, LNAV Cat C visibility to 1½ mile, Cat D visibility to 1¾ mile. For inoperative MALSR increase LPV all Cats visibility to 1 mile. For inoperative MALSR when using Denver Intl altimeter setting increase LPV all Cats visibility to 1¼ mile. Baro-VNAV and VDP NA when using Denver Intl altimeter setting.

**MALSR** MISSED APPROACH: Climb to 8000 direct CUDNI then via 350° track to PHLAT and hold.

ATIS <b>119.025</b>	DENVER APP CON <b>128.25 371.95</b>	FRONT RANGE TOWER* <b>120.2 (CTAF) 0</b>	GND CON <b>124.7</b>	CLNC DEL <b>124.7</b>	DENVER CLNC DEL <b>121.75</b> (When tower closed)	UNICOM <b>122.95</b>
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Procedure NA for arrivals at FQF VORTAC via V366 and V389 northwestbound.  
Procedure NA for arrivals at AVNEW via V366 southeastbound.



8000	CUDNI	350° track	PHLAT	HRMER	7 NM Holding Pattern
* LNAV only	1.9 NM* to RW35	FACZE	349°	169°	8300
RW35	2.9 NM	6 NM	7100	GS 3.00° TCH 50	
CATEGORY	A	B	C	D	
LPV DA		5828-1/2	316 (400-1/2)		
LNAV/VNAV DA		5891-3/4	379 (400-3/4)		
LNAV MDA	6180-1/2	668 (700-1/2)	6180-1/4 668 (700-1/4)	6180-1/2 668 (700-1/2)	
CIRCLING	6180-1	668 (700-1)	6180-1/4 668 (700-1/4)	6180-2 668 (700-2)	

## ROCKIES SEVEN DEPARTURE

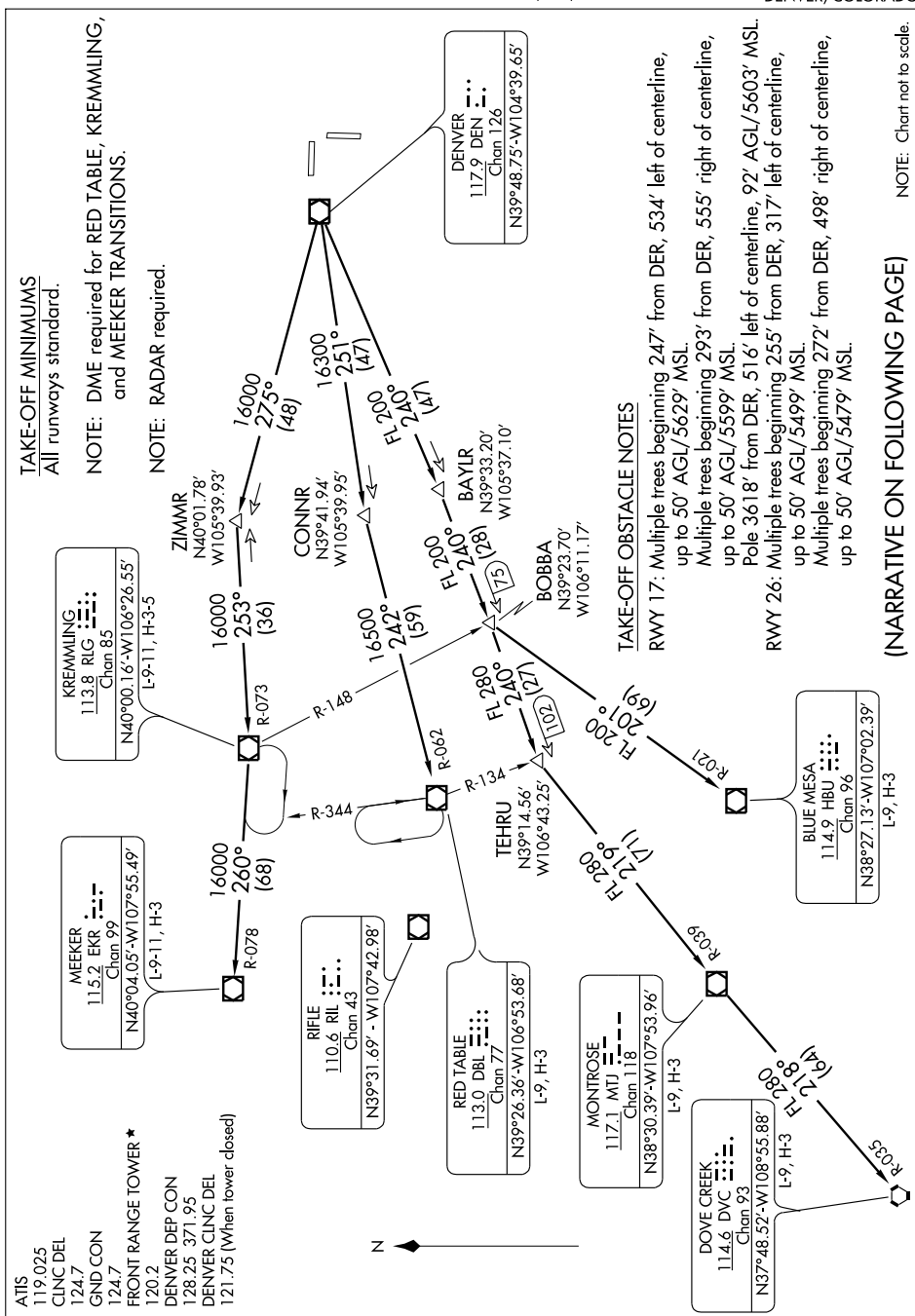
SL-6851 (FAA)

DENVER/FRONT RANGE (FTG)  
DENVER, COLORADO

TAKE-OFF MINIMUMS  
All runways standard.

**NOTE:** DME required for RED TABLE, KREMLING, and MEEKER TRANSITIONS.

NOTE: RADAR required.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1. 22 OCT 2009 to 19 NOV 2009



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

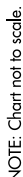
DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.



## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.





## ARRIVAL DESCRIPTION

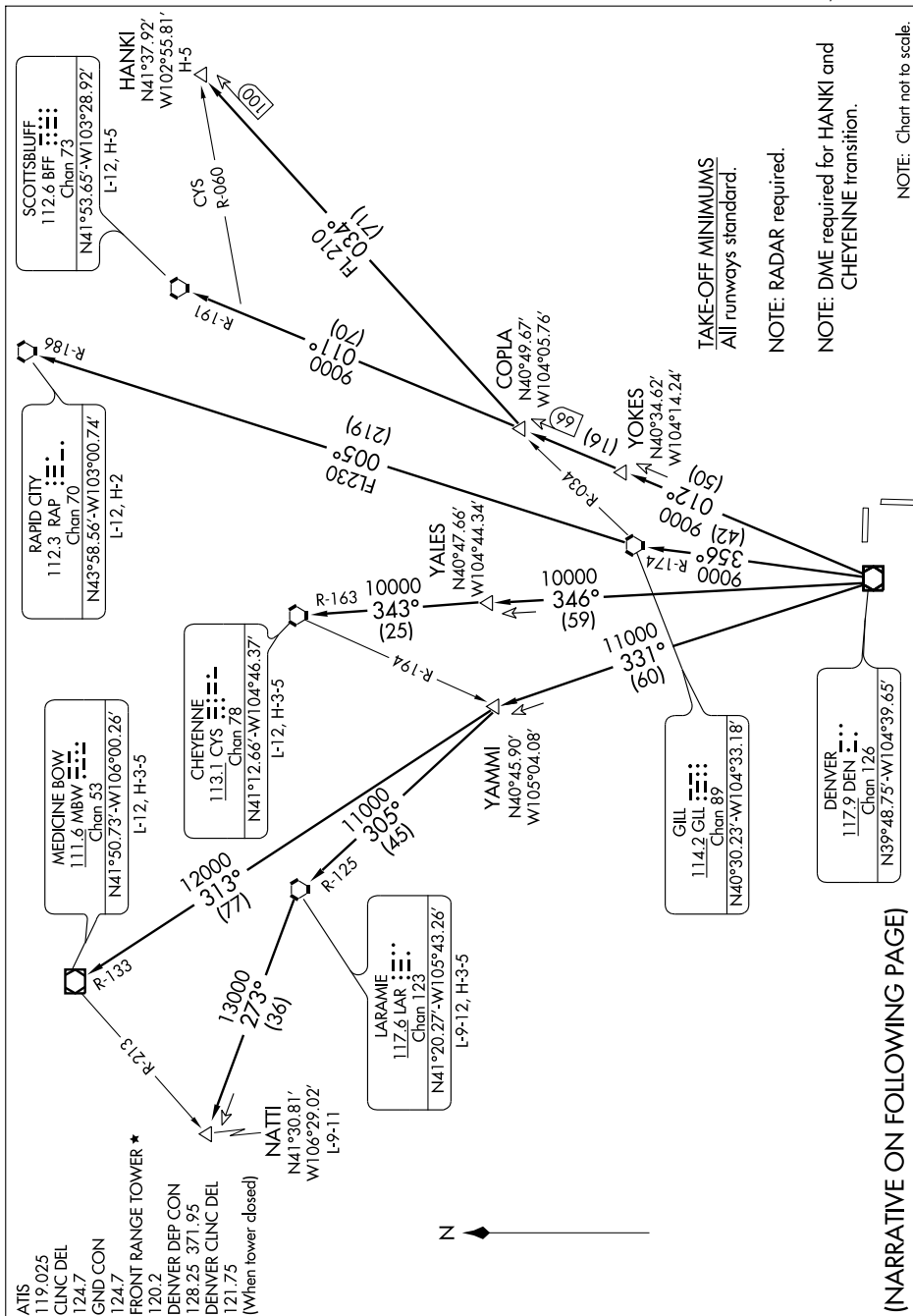
HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

## YELLOWSTONE SIX DEPARTURE



## YELLOWSTONE SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.  
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

TAKE-OFF OBSTACLE NOTES

- RWY 17: Multiple trees beginning 247' from DER, 534' left of centerline, up to 50' AGL/5629' MSL.  
Multiple trees beginning 293' from DER, 555' right of centerline, up to 50' AGL/5599' MSL.  
Pole 3618' from DER, 516' left of centerline, 92' AGL/5603' MSL.
- RWY 26: Multiple trees beginning 255' from DER, 317' left of centerline, up to 50' AGL/5499' MSL.  
Multiple trees beginning 272' from DER, 498' right of centerline, up to 50' AGL/5479' MSL.

LOC I-DRO <b><u>109.1</u></b>	APP CRS <b>027°</b>	Rwy Idg TDZE Apt Elev	<b>9201</b> <b>6638</b> <b>6685</b>
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# ILS or LOC/DME RWY 3

## DURANGO-LA PLATA COUNTY (DRO)

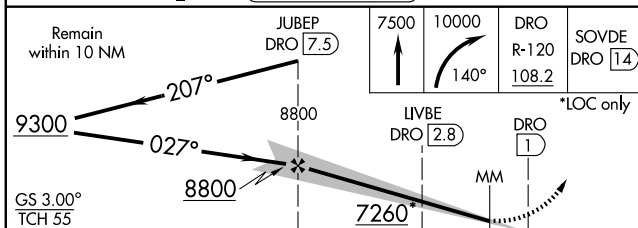
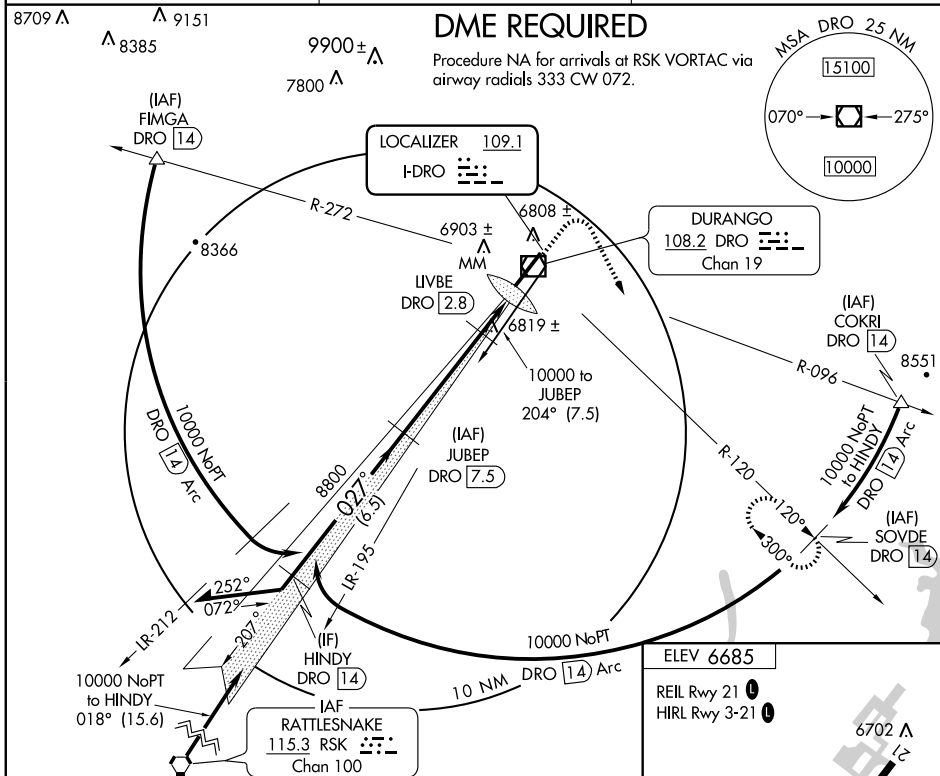
**T** DME from DRO VOR/DME.  
Simultaneous reception of I-DRO and DRO VOR/DME  
required.

MALSR

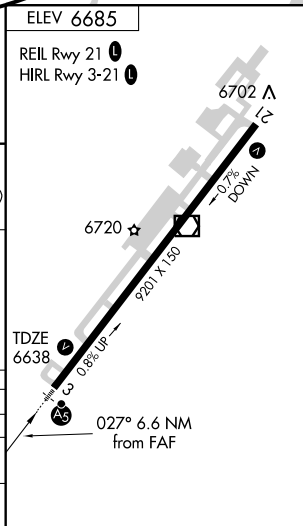


**MISSED APPROACH:** Climb to 7500 then climbing right turn to 10000 via heading 140° and DRO VOR/DME R-120 to SOVDE/14 DME and hold. Continue climb-in-hold to 10000

ASOS <b>120.625</b>	DENVER CENTER <b>118.575 348.7</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-ILS 3	6838-½ 200 (200-½)			
S-LOC 3	7080-½ 442 (400-½)	7080-¾ 442 (400-¾)	7080-1 442 (400-1)	
CIRCLING	7180-1 495 (500-1)	7200-1 515 (600-1)	7220-1½ 535 (600-1½)	7260-2 575 (600-2)



WAAS CH <b>53710</b> <b>W03A</b>	APP CRS <b>027°</b>	Rwy Idg TDZE Apt Elev <b>9201</b> <b>6638</b> <b>6685</b>
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RNAV (GPS) RWY 3  
DURANGO-LA PLATA COUNTY (DR0)

For uncompensated Baro-VNAV systems, procedure NA below -28°C (-18°F) or above 36°C (96°F).  
DME/DME RNP-0.3 NA.

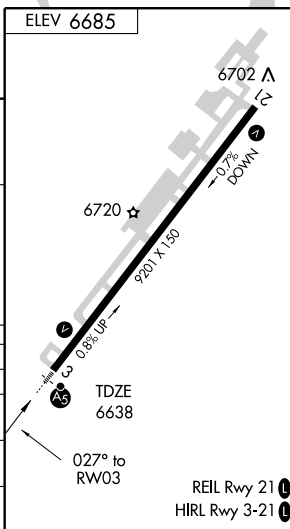
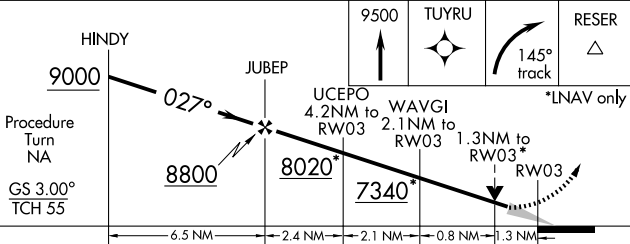
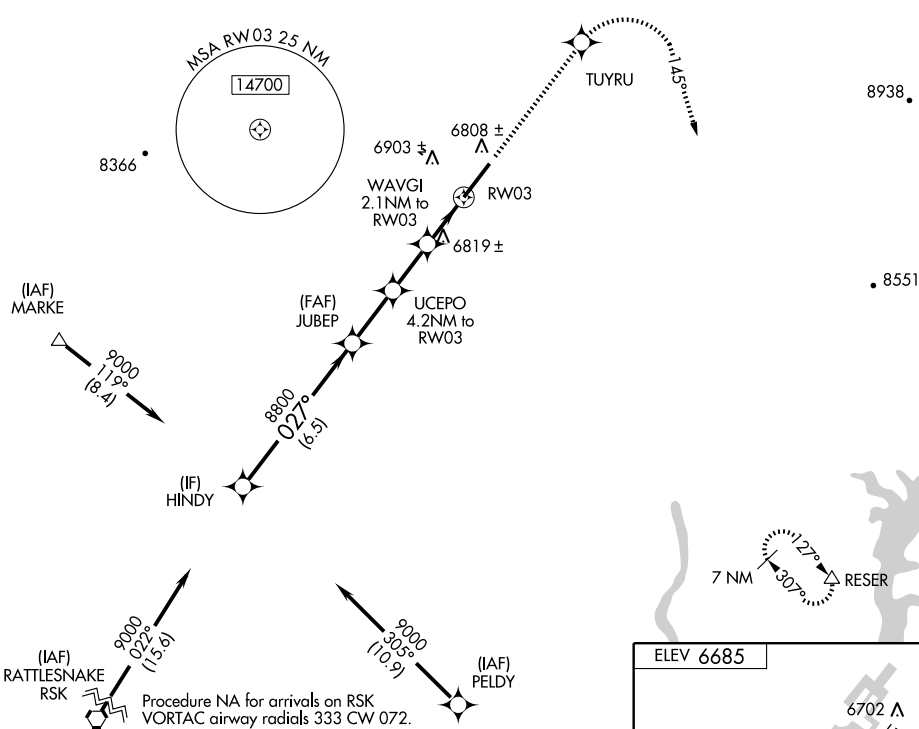
MALSR

MISSED APPROACH: Climb to 9500 direct TUYRU then climbing right turn via 145° track to RESER and hold.

ASOS  
**120.625**

DENVER CENTER  
**118.575 348.7**

UNICOM  
**122.8** (CTAF) **0**



CATEGORY	A	B	C	D
LPV DA	6838-1/2 200 (200-1/2)			
RNAV/VNAV DA	6980-3/4 342 (300-3/4)			
RNAV MDA	7080-1/2 442 (400-1/2)	7080-3/4 442 (400-3/4)	7080-1 442 (400-1)	
CIRCLING	7180-1 495 (500-1)	7200-1 515 (600-1)	7220-1/2 535 (600-1/2)	7260-2 575 (600-2)

SW-1. 22 OCT 2009 to 19 NOV 2009

VOR/DME DRO <b><u>108.2</u></b> Chan <b>19</b>	APP CRS <b>030°</b>	Rwy Idg <b>9201</b> TDZE <b>6639</b> Apt Elev <b>6685</b>
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VOR/DME RWY 3  
DURANGO-LA PLATA COUNTY (DRO)

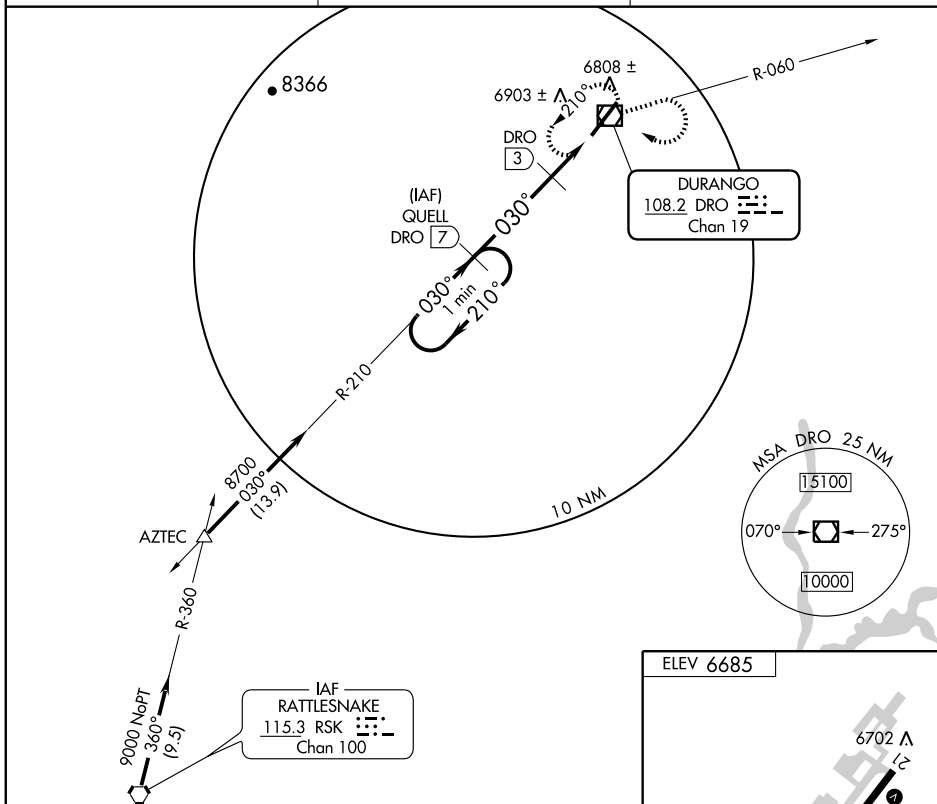
**T** Cat. D S-3 visibility increased ¼ mile for inoperative  
**A** MALSR.



**MISSED APPROACH:** Climb on R-060 to 7500, then climbing right turn to 10,000 direct DRO VOR/DME and hold.

ASOS  
120,625

DENVER CENTER  
118,575 348.7

UNICOM  
122.8 (CTAF) **L**

One Minute Holding Pattern

QUELL DRO 7

7500  
DRO R-060

10000  
DRO

108.2

8700

210°

030°

3.17°

TCH 57

7300

030°

DRO 3

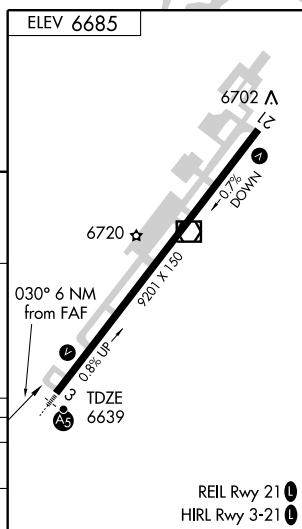
DRO 1

4 NM

2 NM

2 NM

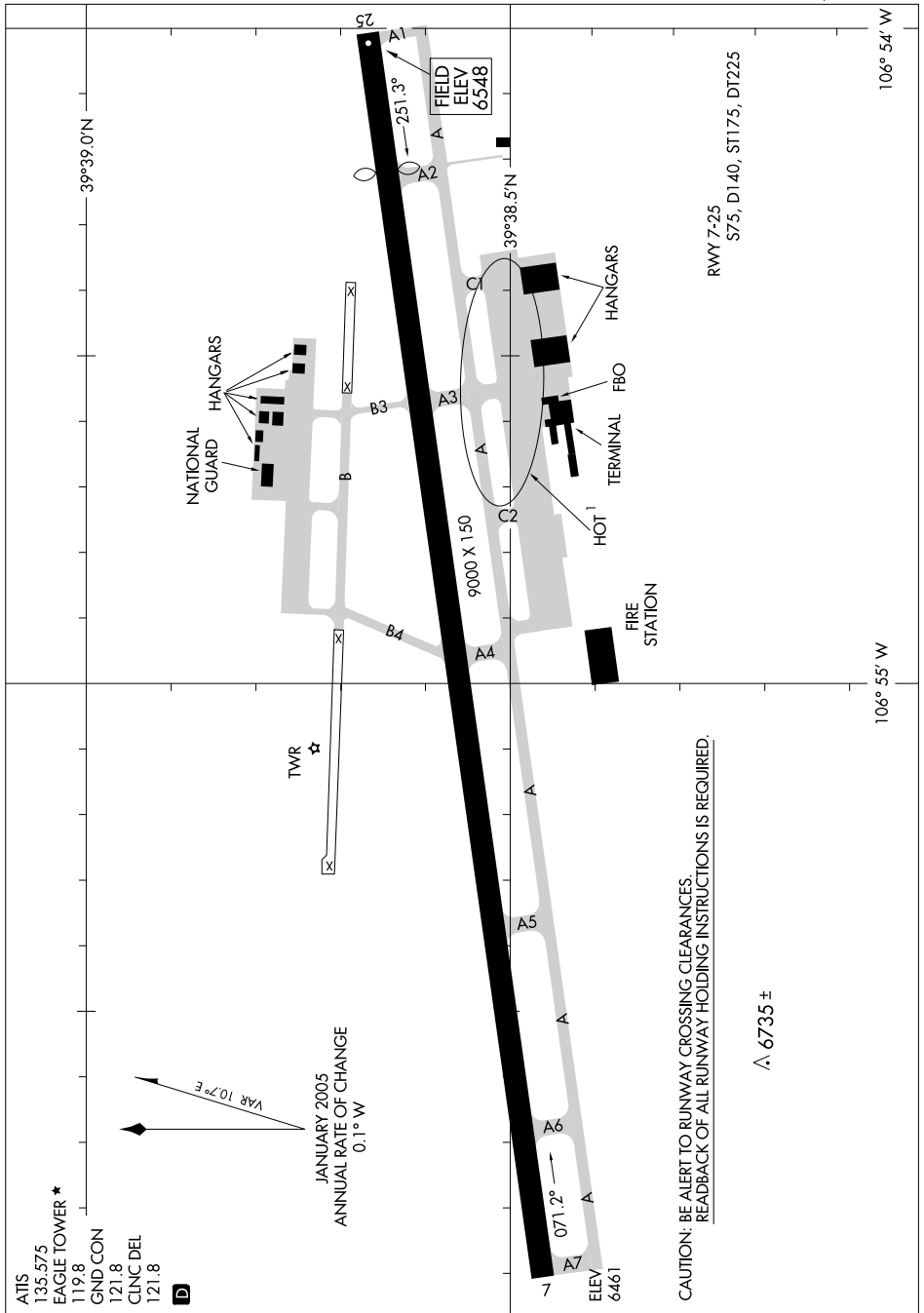
CATEGORY	A	B	C	D
S-3	7020-½ 381 (400-½)			7020-1 381 (400-1)
CIRCLING	7180-1 495 (500-1)	7200-1 515 (600-1)	7220-1½ 535 (600-1½)	7260-2 575 (600-2)



# AIRPORT DIAGRAM

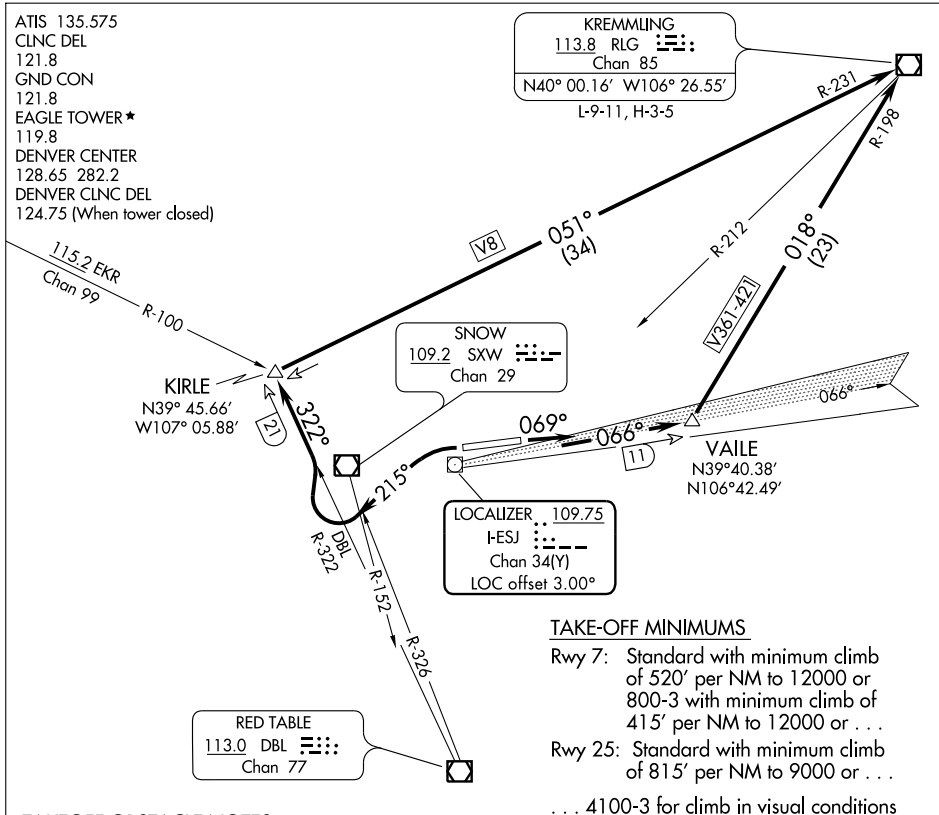
AL-6403 (FAA)

EAGLE COUNTY RGNL (EGE)  
EAGLE, COLORADO



SW-1, 22 OCT 2009 to 19 NOV 2009

## GYPSUM FOUR DEPARTURE (OBSTACLE)



## TAKEOFF OBSTACLE NOTES

- Rwy 7: Windsock 99' from DER, 352' left of centerline, 12' AGL/6552' MSL.  
OL on tower 2.2 NM from DER, 1688' right of centerline, 57' AGL/7057' MSL.  
Trees beginning 1.1 NM from DER, 1945' right of centerline, up to 18' AGL/7017' MSL.  
Tree 2.2 NM from DER, 3227' right of centerline, 27' AGL/7252' MSL.
- Rwy 25: Multiple trees beginning 1.6 NM from DER, 233' left of centerline, up to 15' AGL/7694' MSL.  
Pole 2 NM from DER, 111' left of centerline, 14' AGL/7333' MSL.  
Multiple trees beginning 1.4 NM from DER, 795' right of centerline, up to 16' AGL/7615' MSL.  
Multiple poles, tank, and OL on tower beginning 1.4 NM from DER, 77' right of centerline, up to 37' AGL/7716' MSL.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 7:** Climb heading 069° and I-ESJ northeast course to VAILE INT/I-ESJ 11 DME then turn left via RLG R-198 to RLG VOR/DME or ...

**TAKE-OFF RUNWAY 25:** Climbing left turn heading 215°, upon crossing SXW R-152 or DBL R-326 turn right via DBL R-322 to KIRLE INT/DBL 21 DME then turn right via RLG R-231 to RLG VOR/DME or ...

... Climb in visual conditions to cross Eagle County Rgnl Airport northeast bound at or above 10500, then via RLG R-212 to RLG VOR/DME.



LOC/DME I-ESJ <b>109.75</b> Chan <b>34</b> (Y)	APP CRS <b>246°</b>	Rwy Idg TDZE Apt Elev <b>8000</b> <b>6540</b> <b>6540</b>
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# LDA/DME RWY 25

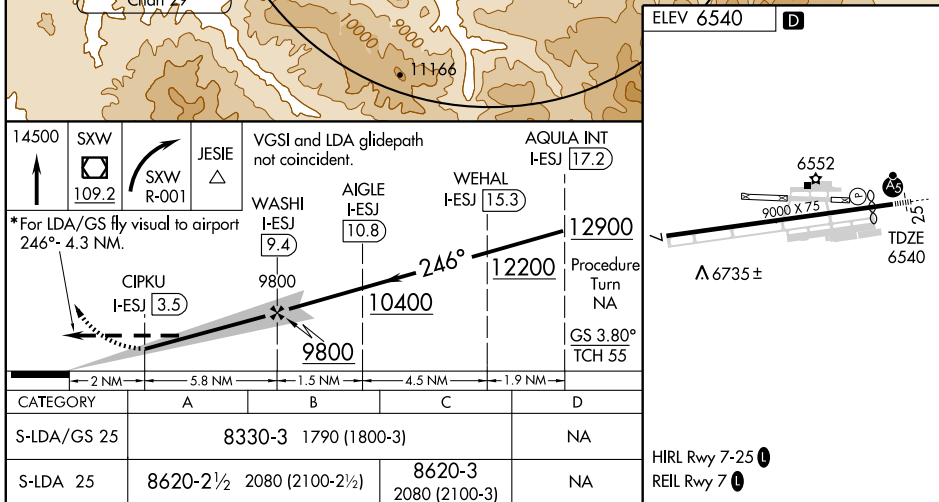
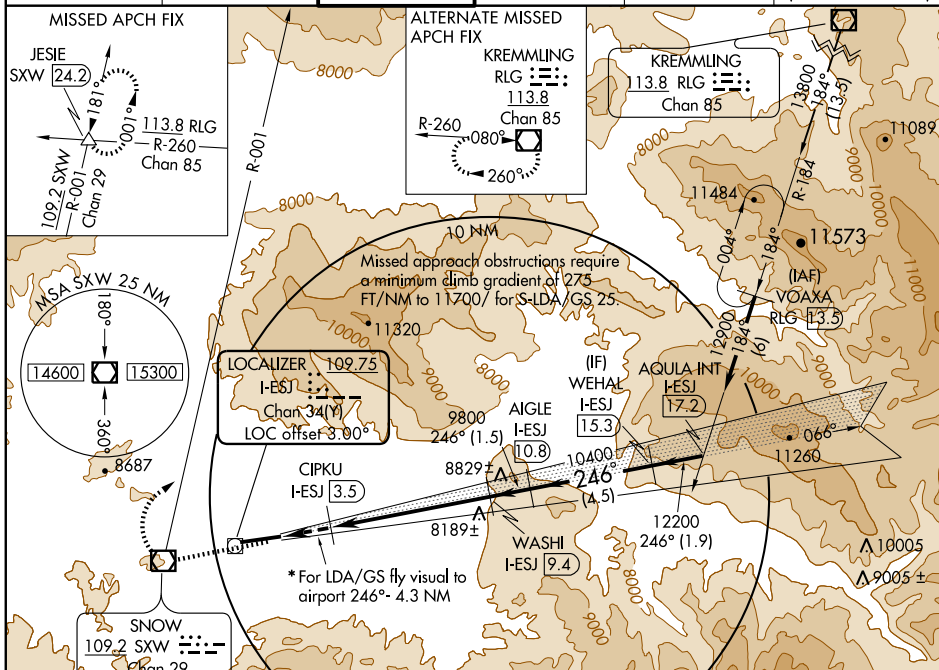
## EAGLE COUNTY RGNL (EGE)

- ▼** Inoperative table does not apply.  
**▲** At night increase LDA/GS visibility to 5 miles.  
 \* Fly visual to airport authorized during day only.



**MISSED APPROACH:** Climb to 14500 direct SXW VOR/DME and climbing right turn via SXW R-001 to JESIE INT/SXW 24.2 DME and hold.

ATIS <b>135.575</b>	DENVER CENTER <b>128.65 282.2</b>	EAGLE TOWER★ <b>119.8</b> (CTAF) <b>1</b>	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>	DENVER CLNC DEL <b>124.75</b> (When tower closed)
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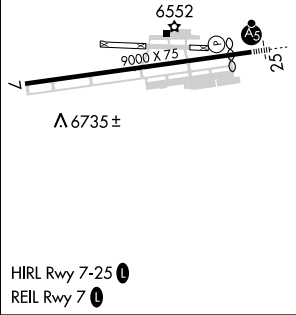
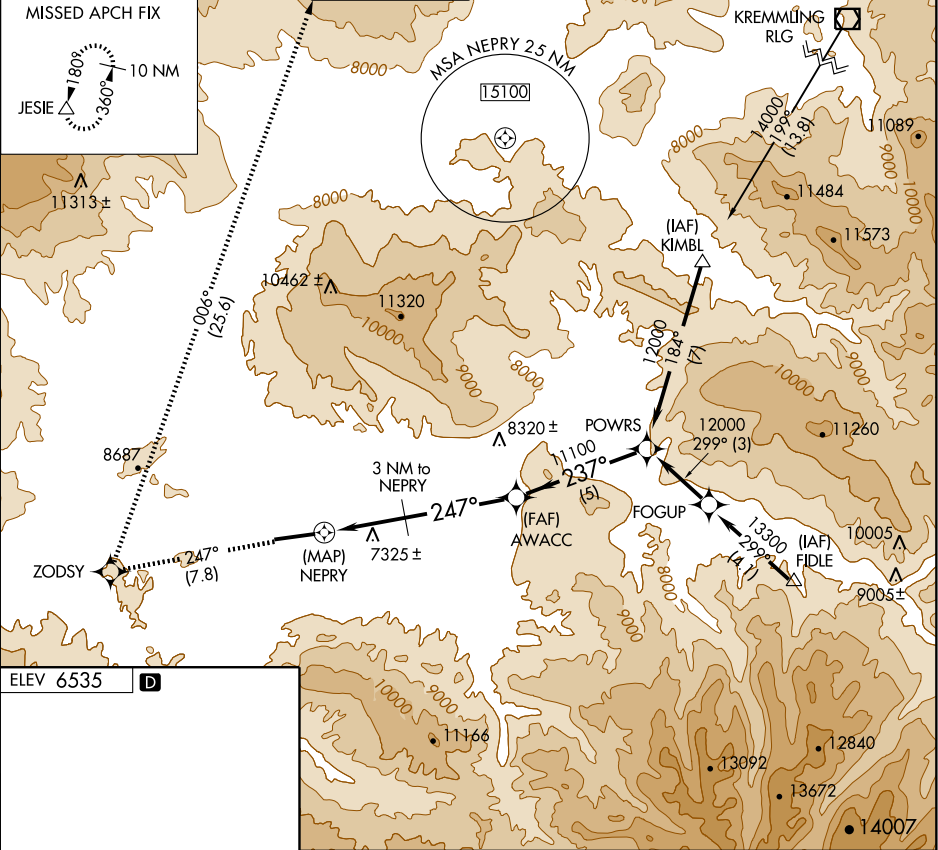
APP CRS <b>247°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>6535</b>
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# RNAV (GPS) -D

EAGLE COUNTY RGNL (EGE)

<b>GPS</b> or RNP-0.3 required. DME/DME RNP-0.3 NA. <b>NA</b> Circling south of Rwy 7-25 not authorized for Cat. C and D at night.	<b>MISSED APPROACH:</b> Climb to 14500 via 247° course to ZODSY WP, then via 006° course to JESIE WP and hold.
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ATIS <b>135.575</b>	DENVER CENTER <b>128.65 282.2</b>	EAGLE TOWER★ <b>119.8 (CTAF)</b>	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>	DENVER CLNC DEL <b>124.75</b> (When tower closed)
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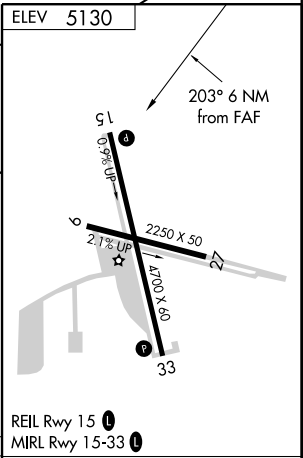
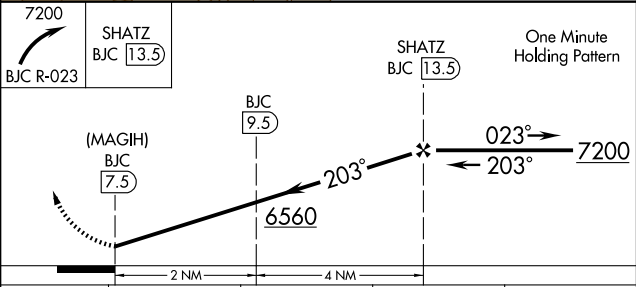
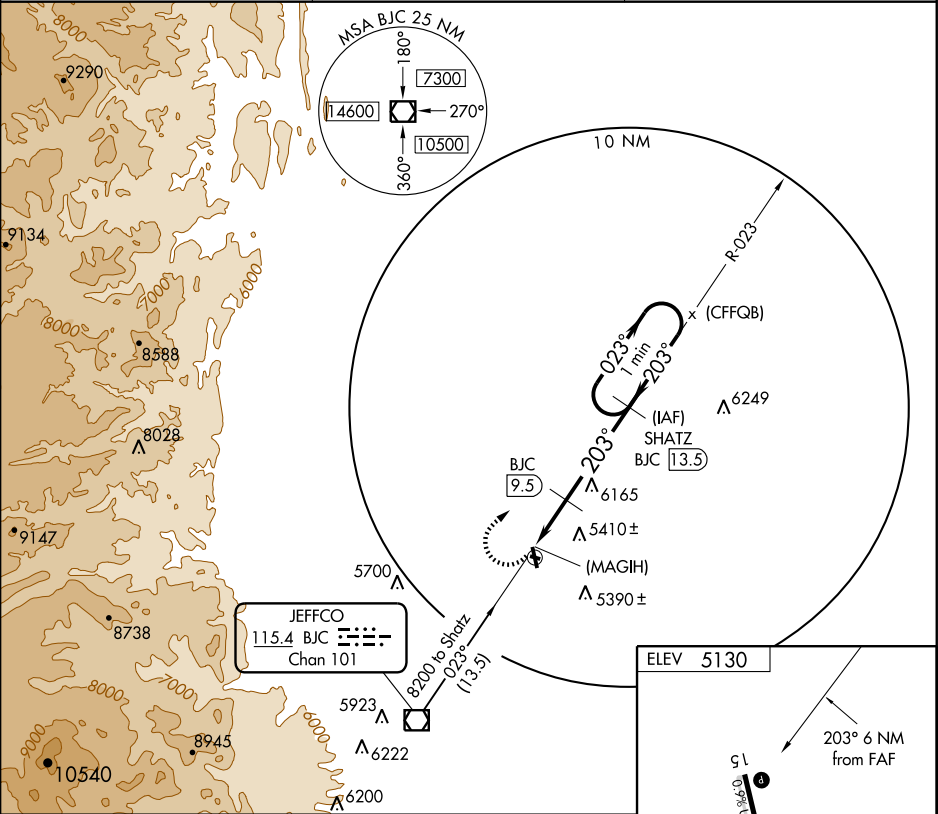
14500	ZODSY	006° crs	JESIE	POWRS
247° crs				
NEPRY	3 NM to NEPRY	247°	237°	12000
9860			11100	Procedure Turn NA
0.5	3 NM	4 NM	5 NM	
CATEGORY	A	B	C	D
CIRCLING	8900-1¼ 2365 (2400-1¼)	8900-1½ 2365 (2400-1½)	8900-3	2365 (2400-3)

VOR/DME BJC	APP CRS	Rwy Idg	N/A
115.4	203°	TDZE	N/A
Chan 101		Apt Elev	5130

VOR/DME or GPS-A  
ERIE MUNI (EIK)

▼ ▲ NA	Use Denver Intl altimeter setting.	MISSED APPROACH: Climbing right turn to 7200 via BJC R-023 to SHATZ/13.5 DME and hold.
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AWOS-3 133.825	DENVER APP CON 126.1 360.75	UNICOM 123.0 (CTAF) 1
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CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	5840-1 710 (800-1)	5860-1 730 (800-1)	5880-2 ¼ 750 (800-2 ¼)	NA	Min:Sec					

NDB IHS  
335

APCH CR  
314°

Rwy Idg	<b>4574</b>
TDZE	<b>5823</b>
Arpt Elev	<b>5838</b>

AL-6594 [USA]

BUTTS AAF (KFCS)

When control zone not in effect, use Colorado Springs, CO altimeter setting

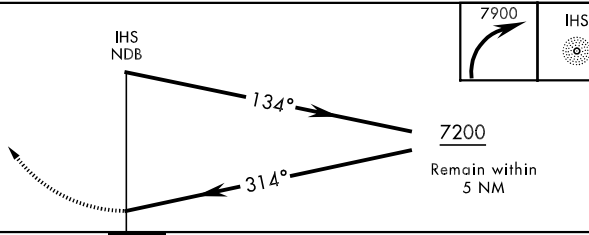
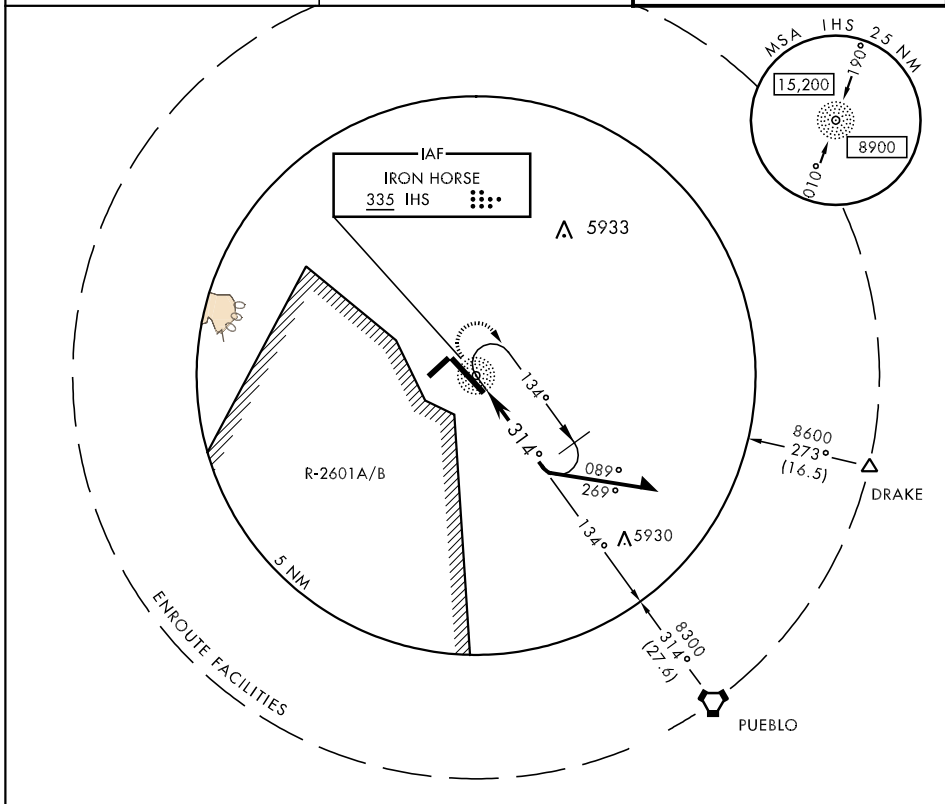
**MISSED APPROACH:** Climbing right turn to 7900 in IHS holding pattern

TANA

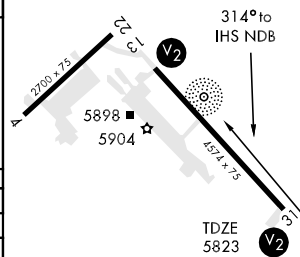
ATIS  
**108.8**

SPRINGS APP CON  
124.0 257.875

BUTTS TOWER  
125.5 229.4 41.5



ELEV 5838



CATEGORY

COPTER

H-314°

---

6280-1/2	457	(500-1/2)
----------	-----	-----------

CITY OF COLORADO SPRINGS MUNI  
ALTIMETER SETTING MINIMUMS

H-314°

6360-1/2

537 (600-½)  
38°41'N-104°46'W

MIRL Rwy 13-31

BUTTS AAF (KFCS)

FORT CARSON, COLORADO

Amdt 1 09127

CORTEX 115B 21 10

VOR/DME FCS  
108.8  
Chan 25

APCH CRS  
310°

Rwy Idg 4574  
TDZE 5823  
Arpt Elev 5838

AL-6594 [USA]

BUTTS AAF (KFCS)

When control zone not in effect use Colorado Springs, CO  
altimeter setting.

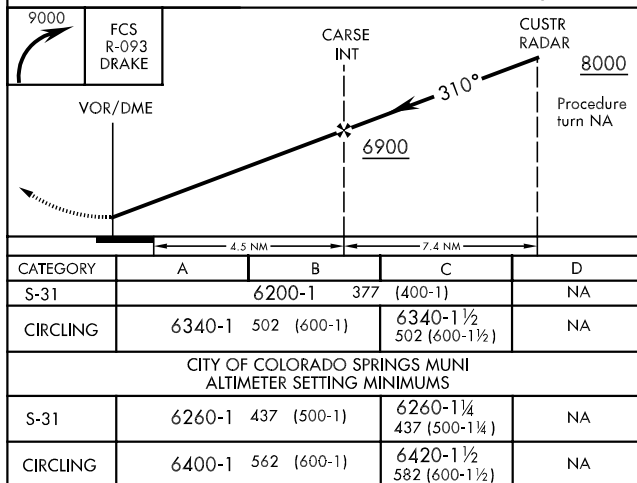
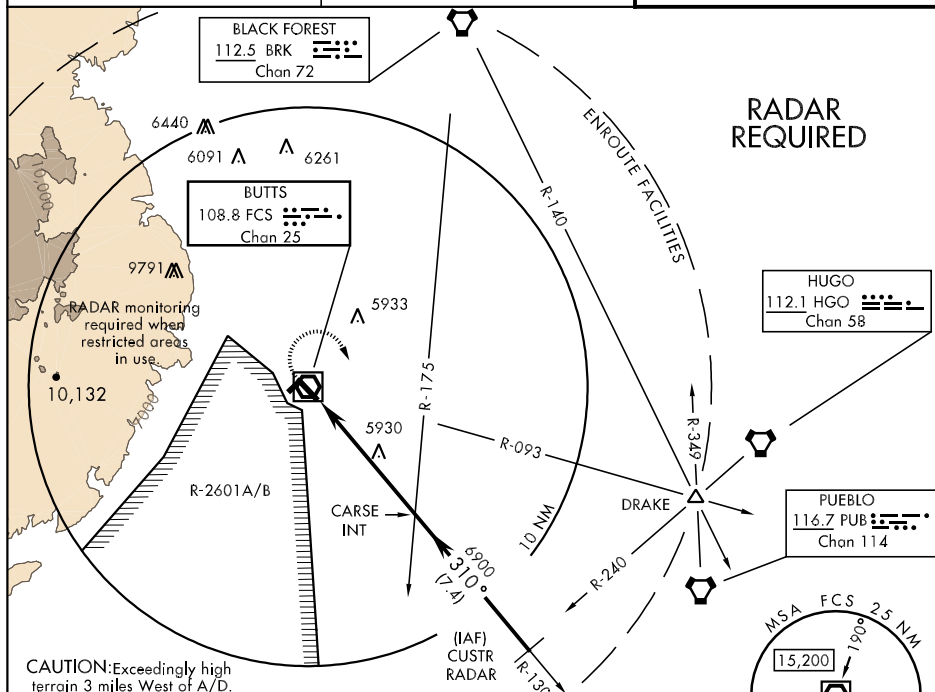
NA

MISSED APPROACH: Climbing right turn to 9000 via FCS R-093  
to DRAKE INT.

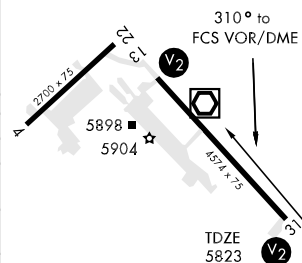
ATIS  
108.8

SPRINGS APP CON  
124.0 257.875

BUTTS TOWER  
125.5 0 229.4 41.5



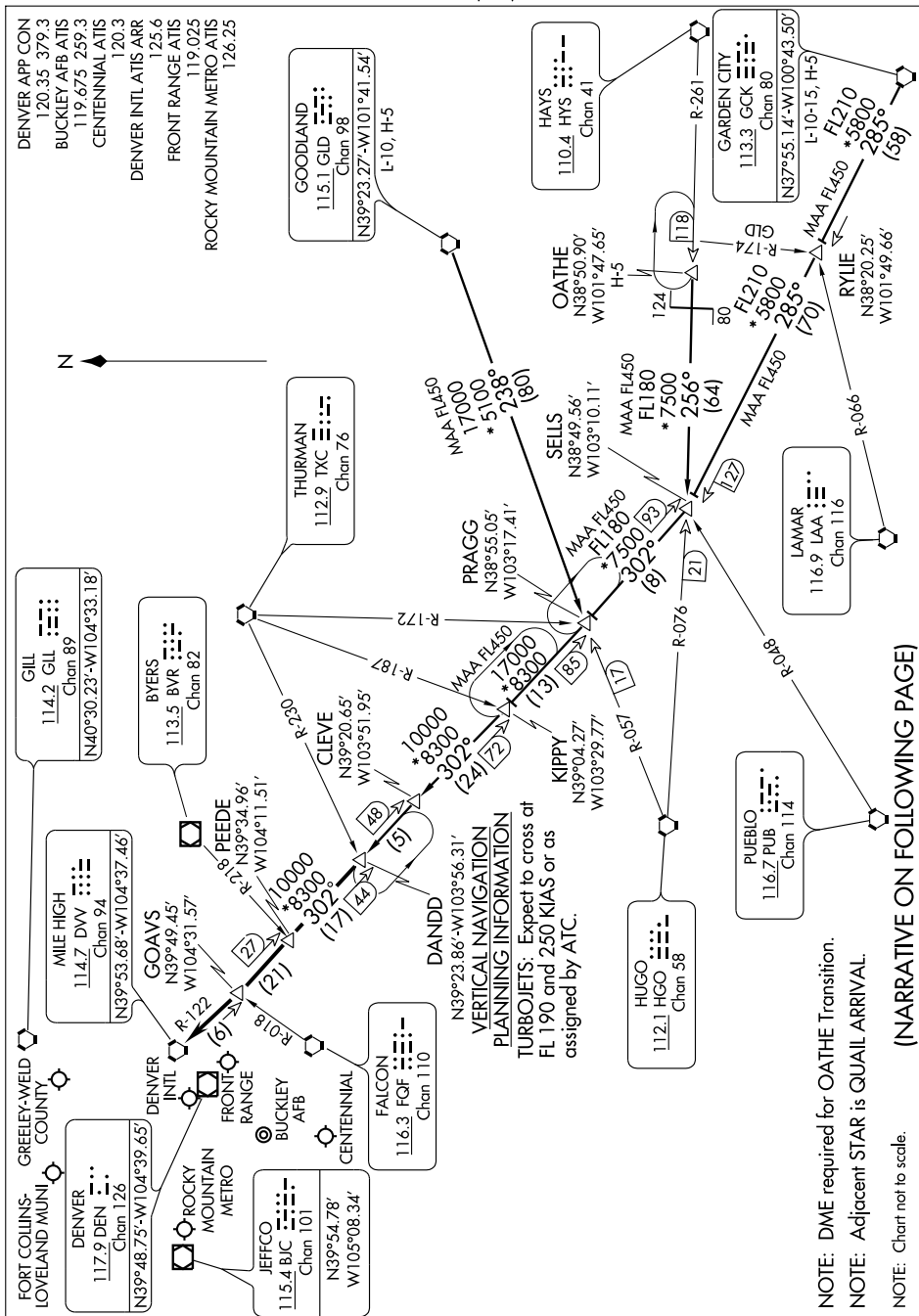
ELEV 5838



## DANDD FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



## ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

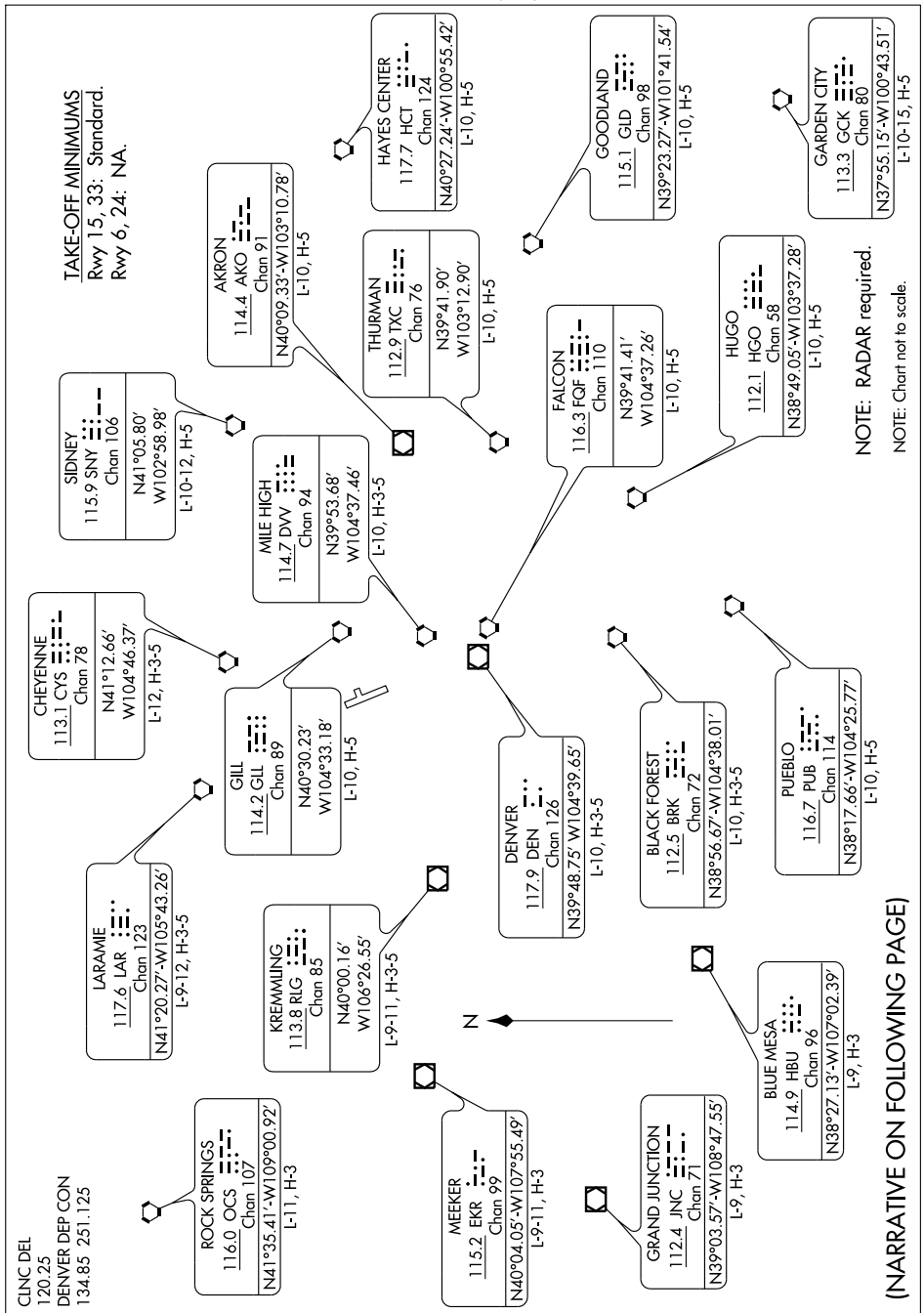
OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

# DENVER FIVE DEPARTURE

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (FNL)  
FORT COLLINS (LOVELAND), COLORADO



(NARRATIVE ON FOLLOWING PAGE)



## DENVER FIVE DEPARTURE

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (FNL)  
FORT COLLINS (LOVELAND), COLORADO

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

LOC I-FNL	APP CRS	Rwy Idg	<b>8500</b>
<b>109.5</b>	<b>331°</b>	TDZE	<b>5016</b>
		Apt Elev	<b>5016</b>

# ILS or LOC RWY 33

## FORT COLLINS-LOVELAND MUNI (FNL)

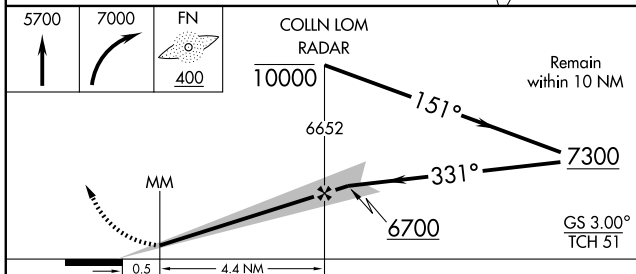
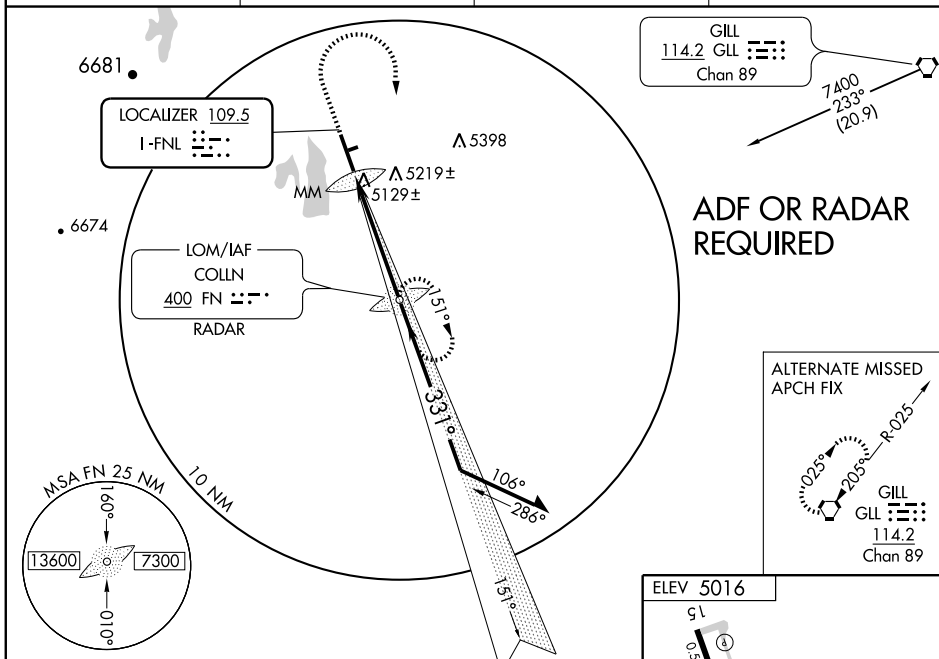
**⚠** Circling to Rwy 6/24 NA at night. ADF or RADAR required.  
**⚠** NA When local altimeter setting not received, use Denver Intl altimeter setting and increase DA 147 feet and all MDA 160 feet. Increase S-ILS 33 visibility all Cats ¼ mile, S-LOC 33 Cat C/D visibility ½ mile, and Circling Cat C/D visibility ¼ mile. For inoperative MALS, when using Denver Intl altimeter setting increase S-ILS 33 visibility all Cats to 1¼ mile.

MALS

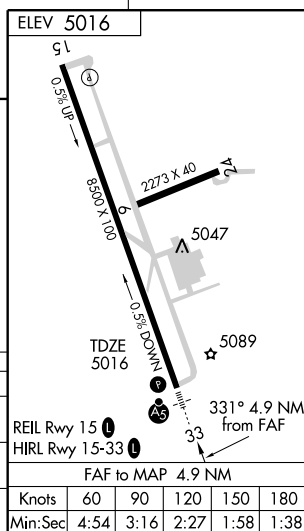


MISSED APPROACH: Climb to 5700 then climbing right turn to 7000 direct COLLN LOM and hold.

AWOS-3 <b>135.075</b>	DENVER APP CON <b>134.85 251.125</b>	CLNC DEL <b>120.25</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-ILS 33	5216-½ 200 (200-½)			
S-LOC 33	5380-½ 364 (400-½)		5380-¾ 364 (400-¾)	
CIRCLING	5500-1 484 (500-1)		5520-1½ 504 (600-1½)	
			5580-2 564 (600-2)	





NOTE: Adjacent STAR is SAYGE ARRIVAL.

NOTE: Chart not to scale.

NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....


....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

DENVER APP CON  
119.3 307.3  
BUCKLEY AFB ATIS  
119.675 259.3  
CENTENNIAL ATIS  
120.3  
DENVER INTL ATIS ARR  
125.6  
FRONT RANGE ATIS  
119.025  
ROCKY MOUNTAIN METRO ATIS  
126.25

GILL  
114.2 GLL ::::  
Chan 89  
N40°30.23'-W104°33.18'

FORT COLLINS-  
LOVELAND MUNI 

  
GREELEY-  
WELD COUNTY

DENVER  
117.9 DEN   
Chan 126  
N39°48.75'-W104°

JEFFCO  
115.4 BJC  
Chan 101

HUUGE  
N39°34.72'  
W104°47.91'


PAYDD  
N39°24.10'  
W105°04.73'


LARKS  
N39°15.44'-W105°18.31'  
VERTICAL NAVIGATION  
PLANNING INFORMATION

**TURBOJETS:** Expect to cross at 17000 and 250 KIAS or as assigned by ATC.

14406  
\*138

FALCON  
116.3 FQF :::::-  
Chan 110  
N39°41.41'  
W104°37.26'

RED TABLE  
113.0 DBL   
Chan 77


BLUE MESA  
114.9 HBU   
Chan 96

BLACK FOREST  
12.5 BRK


HICKY  
N38°46.28'  
W106°03.38'

MAA FL450  
FL200  
\*15400  
— 262° —  
(74)

KANON  
N38°23.75'  
W105°59.51'

PUEBLO  
116.7 PUB   
Chan 114  
N38°17.66'-W104°25.77'  
L-10, H-5

ALAMOSA  
113.9 ALS  $\begin{smallmatrix} \text{---} \\ \text{---} \\ \text{---} \end{smallmatrix} \cdot \cdot$   
Chan 86  
7°20.95'-W105°48.93'  
L-8-9, H-4-5

RATTLESNAKE  
115.3 RSK   
Chan 100  
6°44.90'-W108°05.93'  
L-8, H-4

NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1 22 OCT 2009 to 19 NOV 2009

## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

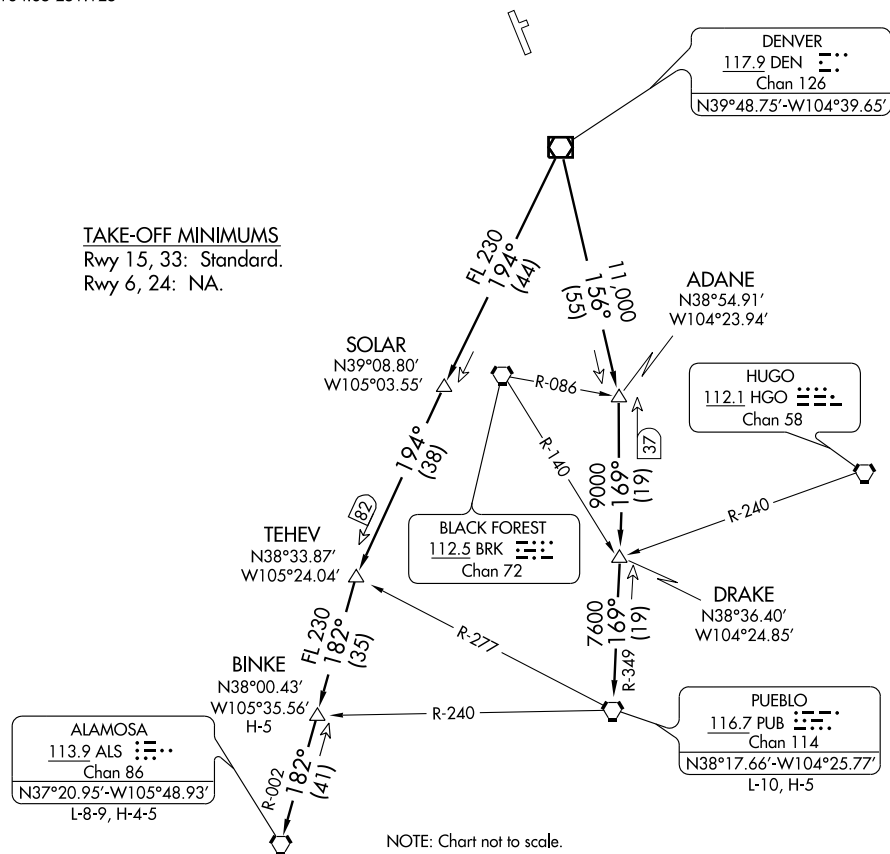
## PIKES FOUR DEPARTURE

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (FNL)  
FORT COLLINS (LOVELAND), COLORADOCLNC DEL  
120.25  
DENVER DEP CON  
134.85 251.125TAKE-OFF MINIMUMS

Rwy 15, 33: Standard.

Rwy 6, 24: NA.



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.







## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

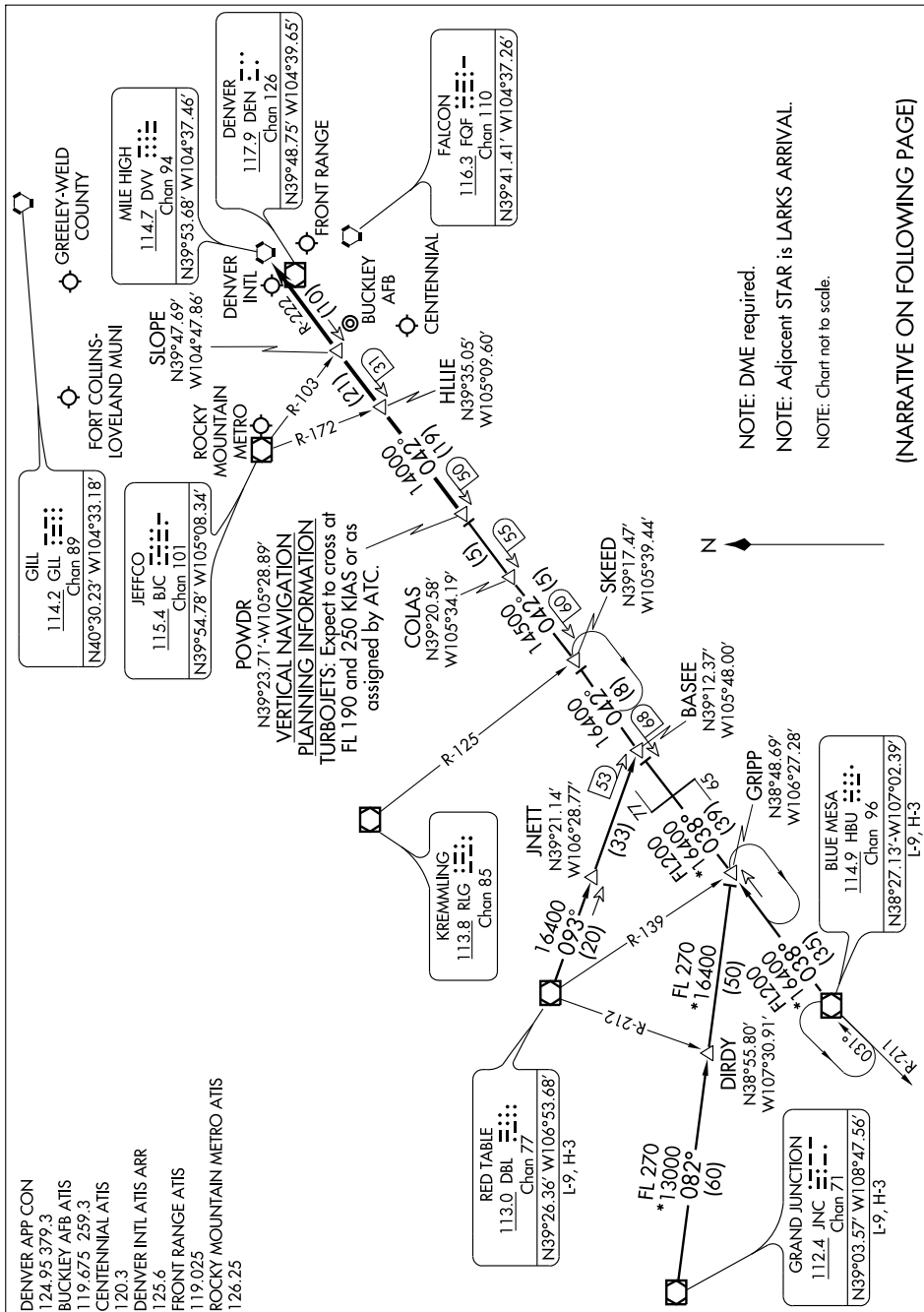
THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

## POWDR SEVEN ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VORTAC via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

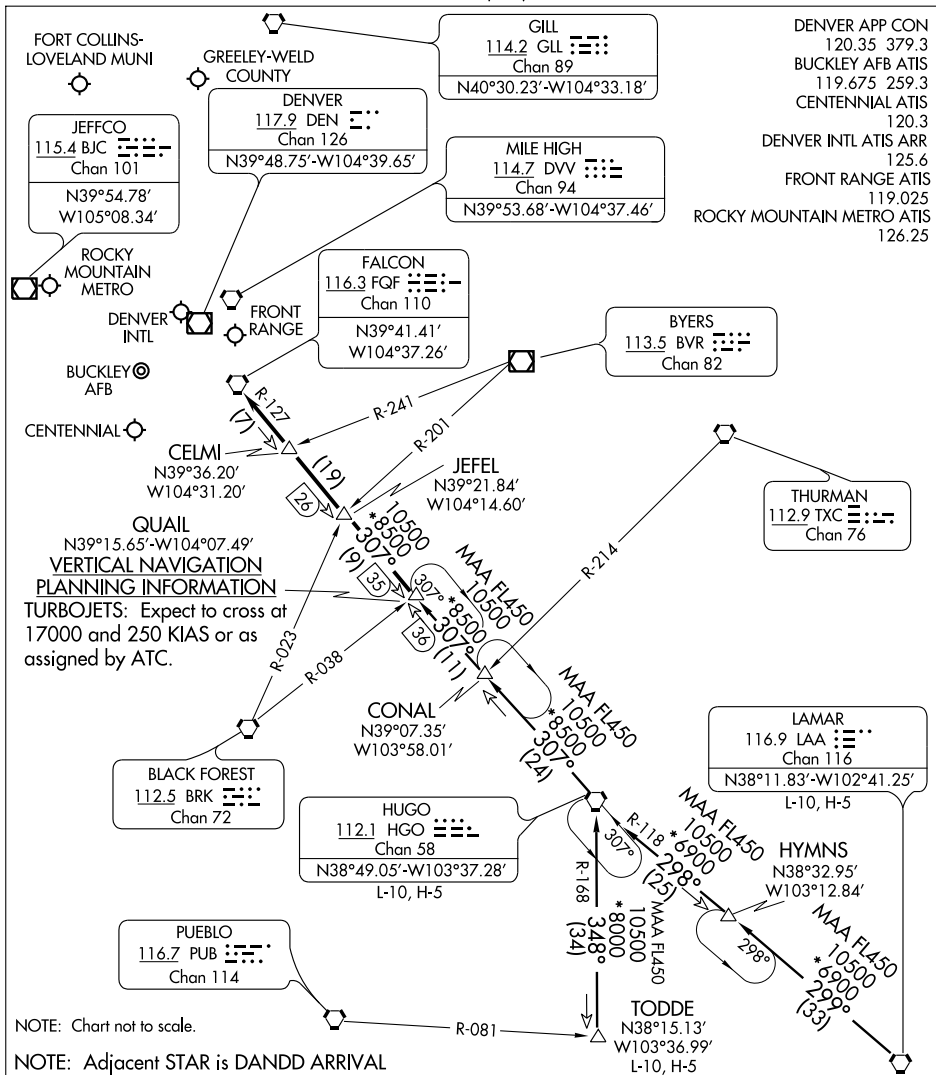
RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

## QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



**HUGO TRANSITION (HGO.QUAIL6):** From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

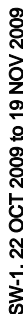
**LAMAR TRANSITION (LAA.QUAIL6):** From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to QUAIL INT. Thence....

**TODDE TRANSITION (TODDE.QUAIL6):** From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC.  
 Expect radar vectors to the final approach course at or before FQF VORTAC.

## ST-9077 (FAA)

DENVER, COLORADO



(NARRATIVE ON FOLLOWING PAGE)

NOTE: DME required for ROCK SPRINGS TRANSITION for Changeover Point.

NOTE: Adjacent STAR is TOMSN ARRIVAL.

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VORTAC via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

APP CRS	Rwy Idg	8500
151°	TDZE	4985
	Apt Elev	5016

RNAV (GPS) RWY 15

FORT COLLINS-LOVELAND MUNI (FNL)

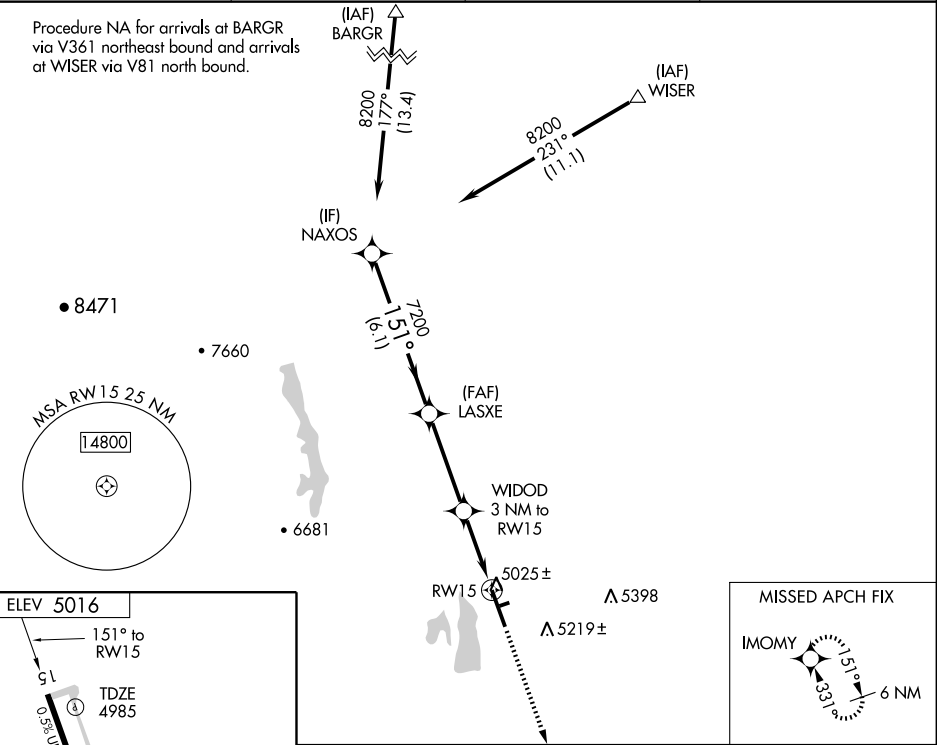
▼

⚠

Circling to Rwy 6/24 NA at night.  
DME/DME RNP- 0.3 NA.  
VDP NA when using Denver Intl altimeter setting.  
When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 160 feet and increase LNAV Cat C visibility ¼ mile, Cat D ½ mile, and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 7600 direct IMOMY and hold.

AWOS-3 135.075	DENVER APP CON 134.85 251.125	CLNC DEL 120.25	UNICOM 122.7 (CTAF) 0
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SW-1. 22 OCT 2009 to 19 NOV 2009

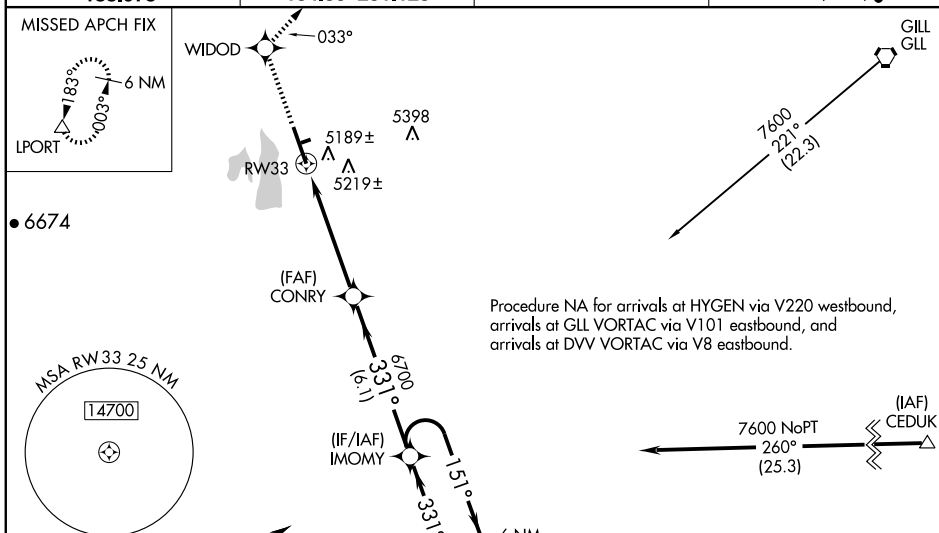
WAAS CH <b>97511</b> <b>W33A</b>	APP CRS <b>331°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>5016</b> <b>5016</b>
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# RNAV (GPS) RWY 33

## FORT COLLINS-LOVELAND MUNI (FNL)

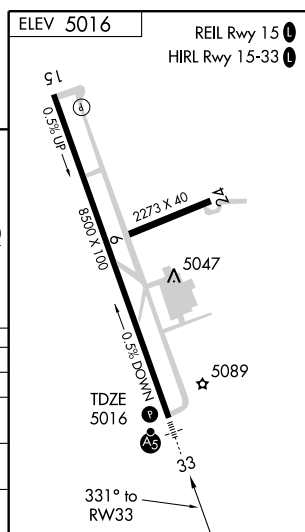
<p><b>▼</b> Circling to Rwy 6/24 NA at night.</p> <p><b>▲</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 39°C (102°F).</p> <p>VDP and Baro-VNAV NA when using Denver Intl altimeter setting.</p> <p>For inoperative MALSR when using Denver Intl altimeter setting, increase visibility all Cats ½ mile.</p> <p>When local altimeter setting not received, use Denver Intl altimeter setting and increase DA 147 feet and MDA 160 feet. Increase LPV visibility all Cats ½ mile, LNAV/VNAV all Cats ½ mile, LNAV and Circling Cat C/D ½ mile.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 7000 direct WIDOD and via 033° track to LPORT and hold. When authorized by ATC, climb-in-hold to 8000.</p>
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AWOS-3 <b>135.075</b>	DENVER APP CON <b>134.85 251.125</b>	CLNC DEL <b>120.25</b>	UNICOM <b>122.7 (CTAF) 1</b>
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(IAF) HYGEN 7600 NoPT 051° (13.9)  
 7000 WIDOD 033° track LPORT IMOMY 6 NM Holding Pattern  
 \* LNAV only \* 1.2 NM to RW33  
 RW33 331° 151° 7600  
 331° 6700 GS 3.00° TCH 51  
 1.2 NM 3.9 NM 6.1 NM  
 CATEGORY A B C D  
 LPV DA 5216-½ 200 (200-½)  
 LNAV/VNAV DA 5489-1¼ 473 (500-1¼)  
 LNAV MDA 5440-½ 424 (500-½) 5440-¾ 424 (500-¾) 5440-1 424 (500-1)  
 CIRCLING 5500-1 484 (500-1) 5520-1½ 504 (600-1½) 5580-2 564 (600-2)

ELEV 5016 REIL Rwy 15 HIRL Rwy 15-33  
 51 0.55° UP 2273 X 40 5047 5089  
 8500 X 100 0.55° DOWN TDZE 5016 33 331° to RW33









## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

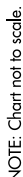
DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.



## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.



## ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

VORTAC GLL <b>114.2</b> Chan <b>89</b>	APP CRS <b>248°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>5016</b>
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# VOR/DME-A

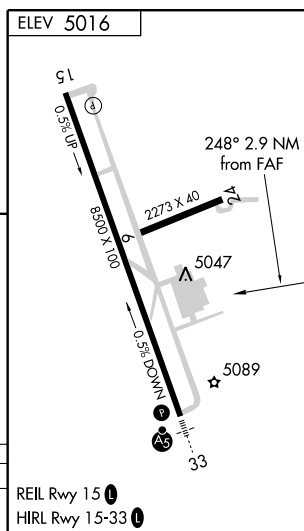
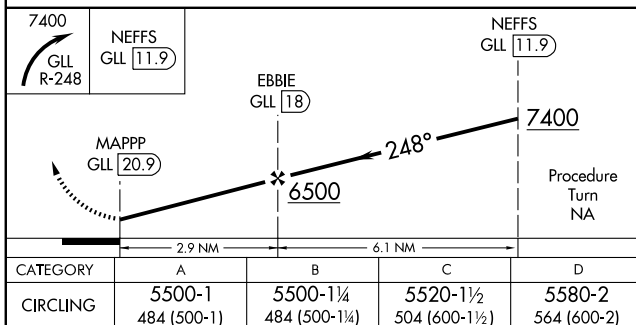
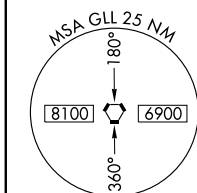
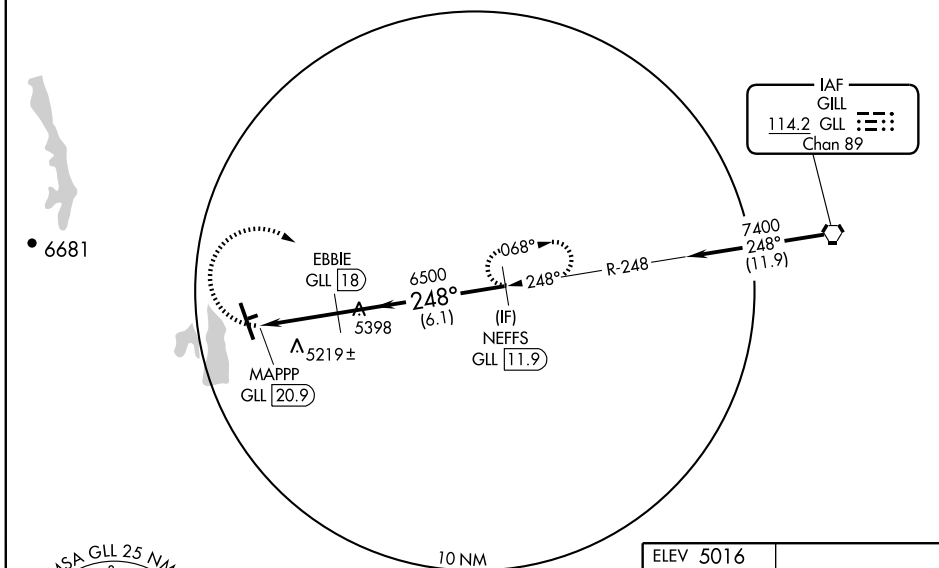
## FORT COLLINS-LOVELAND MUNI (FNL)

- ▼** Circling to Rwy 6/24 NA at night.
- ▲** When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 160 feet and Cat C/D visibility  $\frac{1}{4}$  mile.

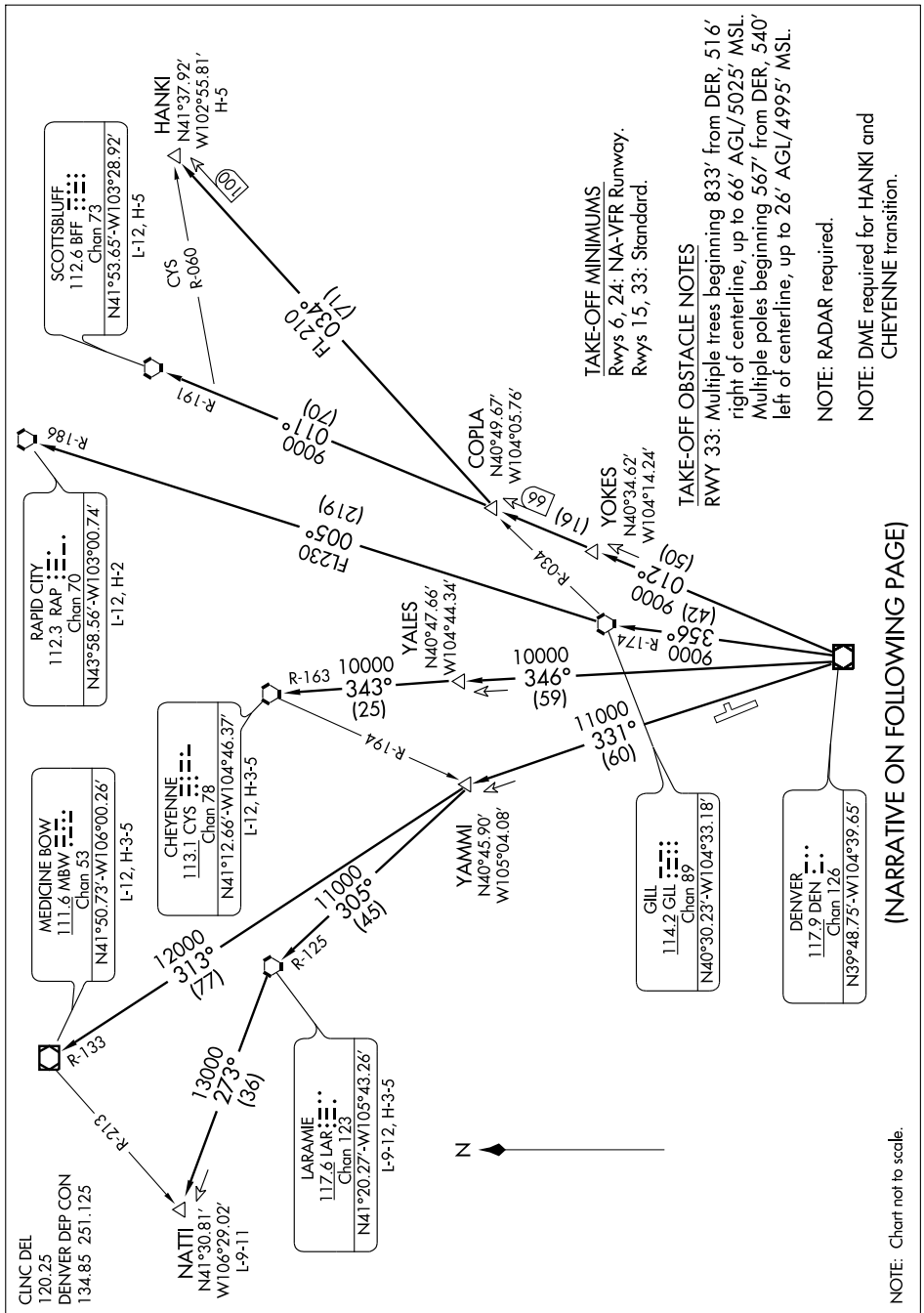
MISSED APPROACH: Climbing right turn to 7400 via GLL VORTAC R-248 to NEFFS/GLL 11.9 DME and hold.

AWOS-3 <b>135.075</b>	DENVER APP CON <b>134.85 251.125</b>	CLNC DEL <b>120.25</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
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Procedure NA for arrivals on GLL VORTAC  
airway radials 221 CW 301.



# YELLOWSTONE SIX DEPARTURE



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 22 OCT 2009 to 19 NOV 2009

NOTE: RADAR required.  
NOTE: DME required for HANKI and CHEYENNE transition.

**TAKE-OFF MINIMUMS**  
Rwys 6, 24: NA-VFR Runway.  
Rwys 15, 33: Standard.

**TAKE-OFF OBSTACLE NOTES**  
RWY 33: Multiple trees beginning 833' from DER, 516' right of centerline, up to 66' AGL/5025' MSL.  
Multiple poles beginning 567' from DER, 540' left of centerline, up to 26' AGL/4995' MSL.



## YELLOWSTONE SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.  
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLOW6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLOW6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLOW6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLOW6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

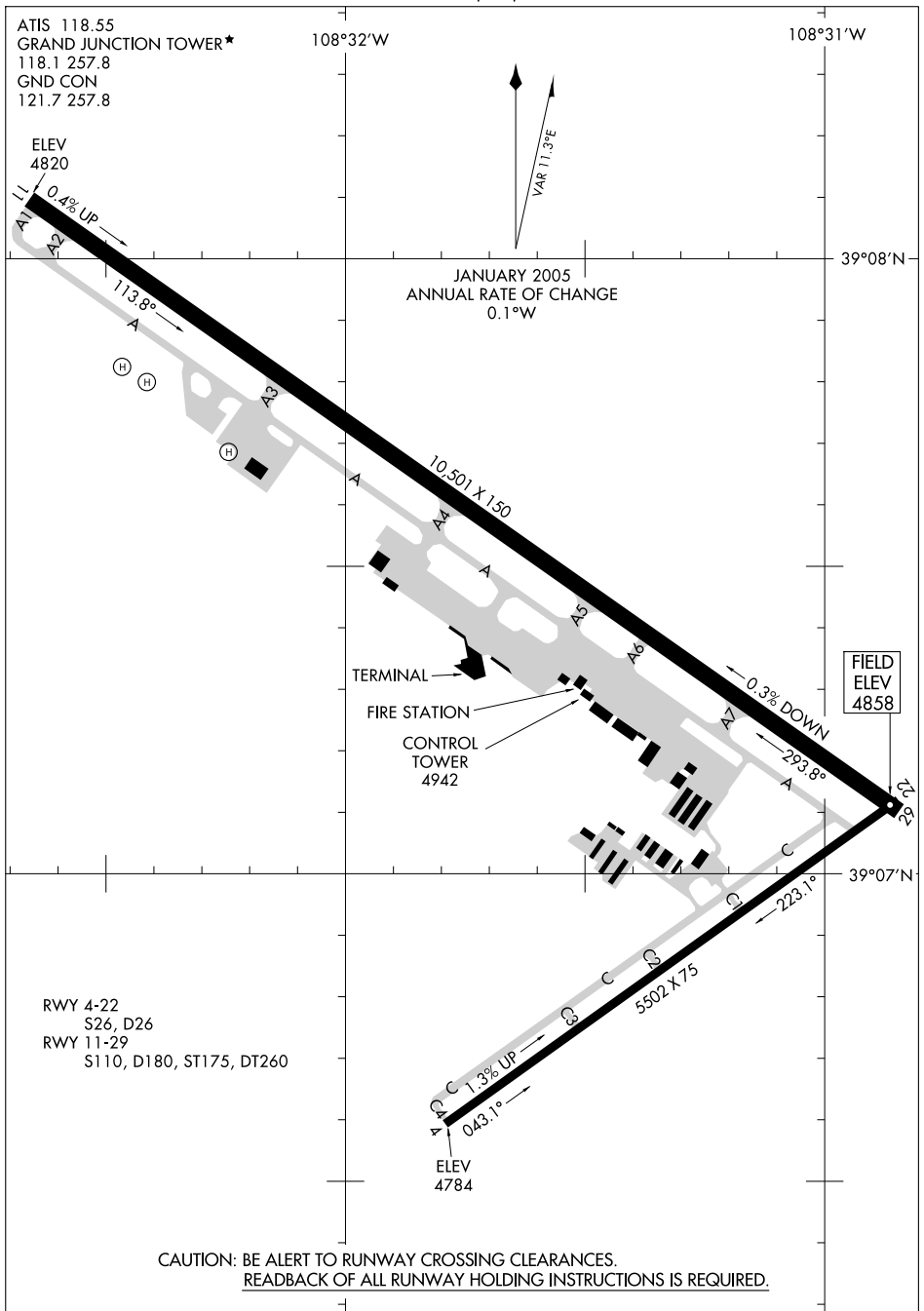
NATTI TRANSITION (YELLOW6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLOW6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLOW6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

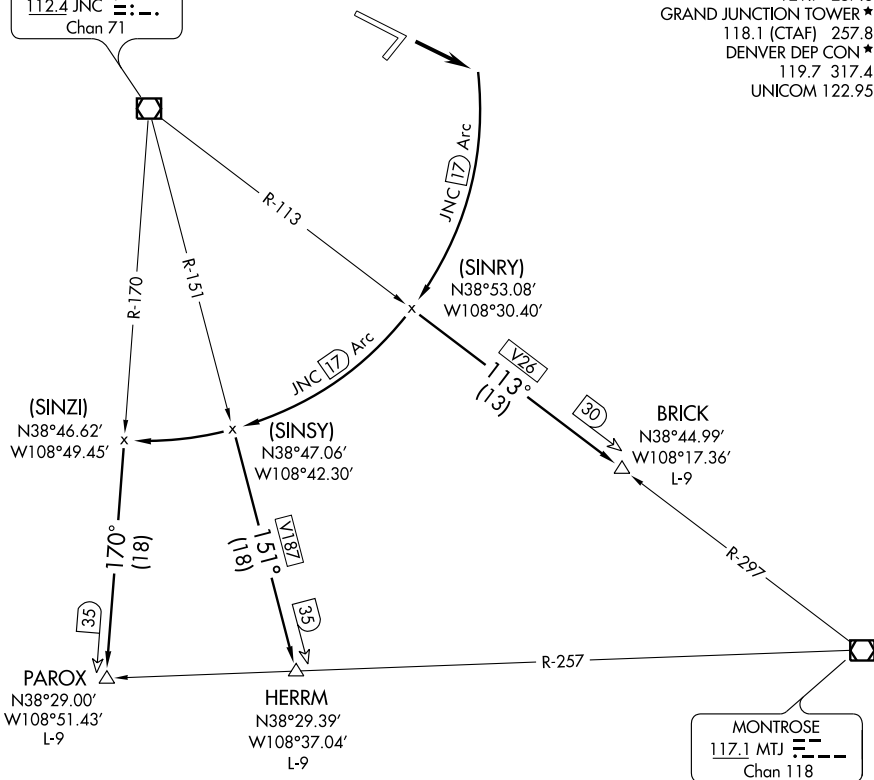
# AIRPORT DIAGRAM

AL-634 (FAA)

 GRAND JUNCTION RGNL (GJT)  
 GRAND JUNCTION, COLORADO


GRAND JUNCTION  
112.4 JNC  
Chan 71

ATIS 118.55  
CLNC DEL  
121.7 257.8  
GND CON  
121.7 257.8  
GRAND JUNCTION TOWER ★  
118.1 (CTAF) 257.8  
DENVER DEP CON ★  
119.7 317.4  
UNICOM 122.95



NOTE: DME required.

NOTE: This SID requires a minimum climb of 220' per NM to 9000'.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 11:** Climb runway heading to intercept JNC VORTAC 17 DME Arc thence clockwise to assigned transition.

**BRICK TRANSITION (GDPK1.BRICK):** Via JNC VORTAC 17 DME Arc to JNC R-113 thence Southeast-bound to BRICK DME fix.

**HERRM TRANSITION (GDPK1.HERRM):** Via JNC VORTAC 17 DME Arc to JNC R-151 thence Southeast-bound to HERRM INT.

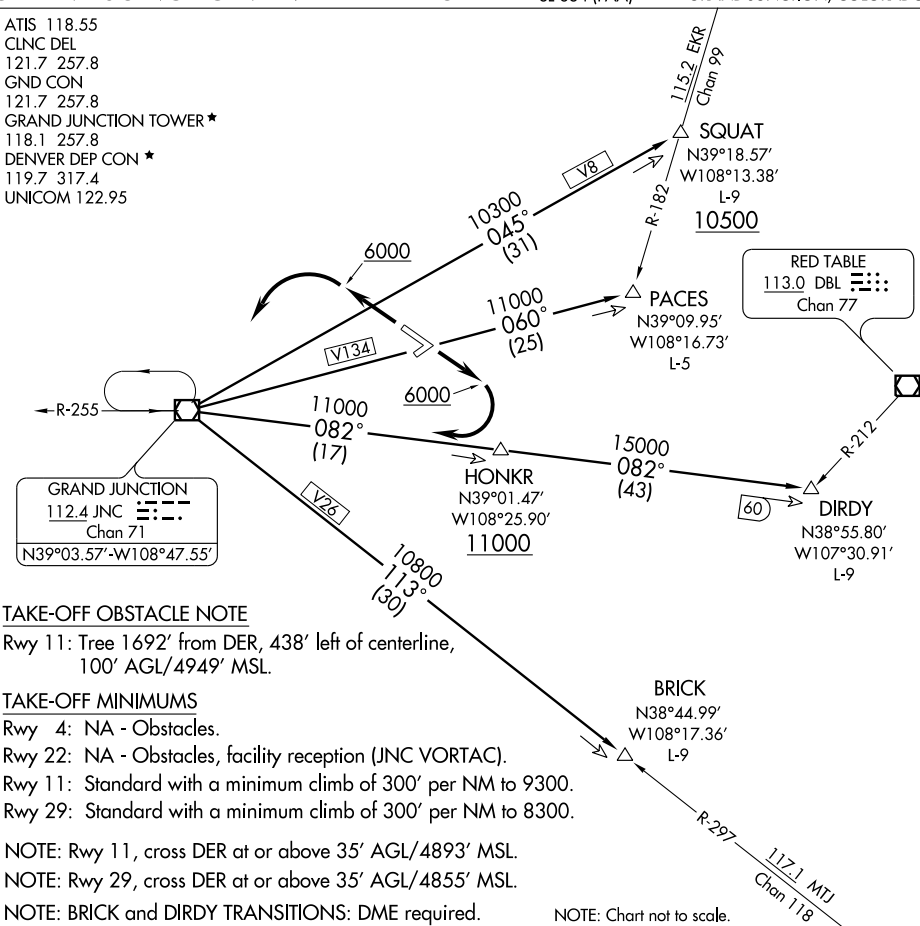
**PAROX TRANSITION (GDPK1.PAROX):** Via JNC VORTAC 17 DME Arc to JNC R-170 thence Southeast-bound to PAROX INT.

## GRAND JUNCTION FIVE DEPARTURE

SL-634 (FAA)

GRAND JUNCTION RGNL (GJT)  
GRAND JUNCTION, COLORADO

ATIS 118.55  
 CLNC DEL  
 121.7 257.8  
 GND CON  
 121.7 257.8  
 GRAND JUNCTION TOWER \*  
 118.1 257.8  
 DENVER DEP CON \*  
 119.7 317.4  
 UNICOM 122.95



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 11:** Climb runway heading to 6000, then climbing right turn direct JNC VORTAC; then via transition/route.

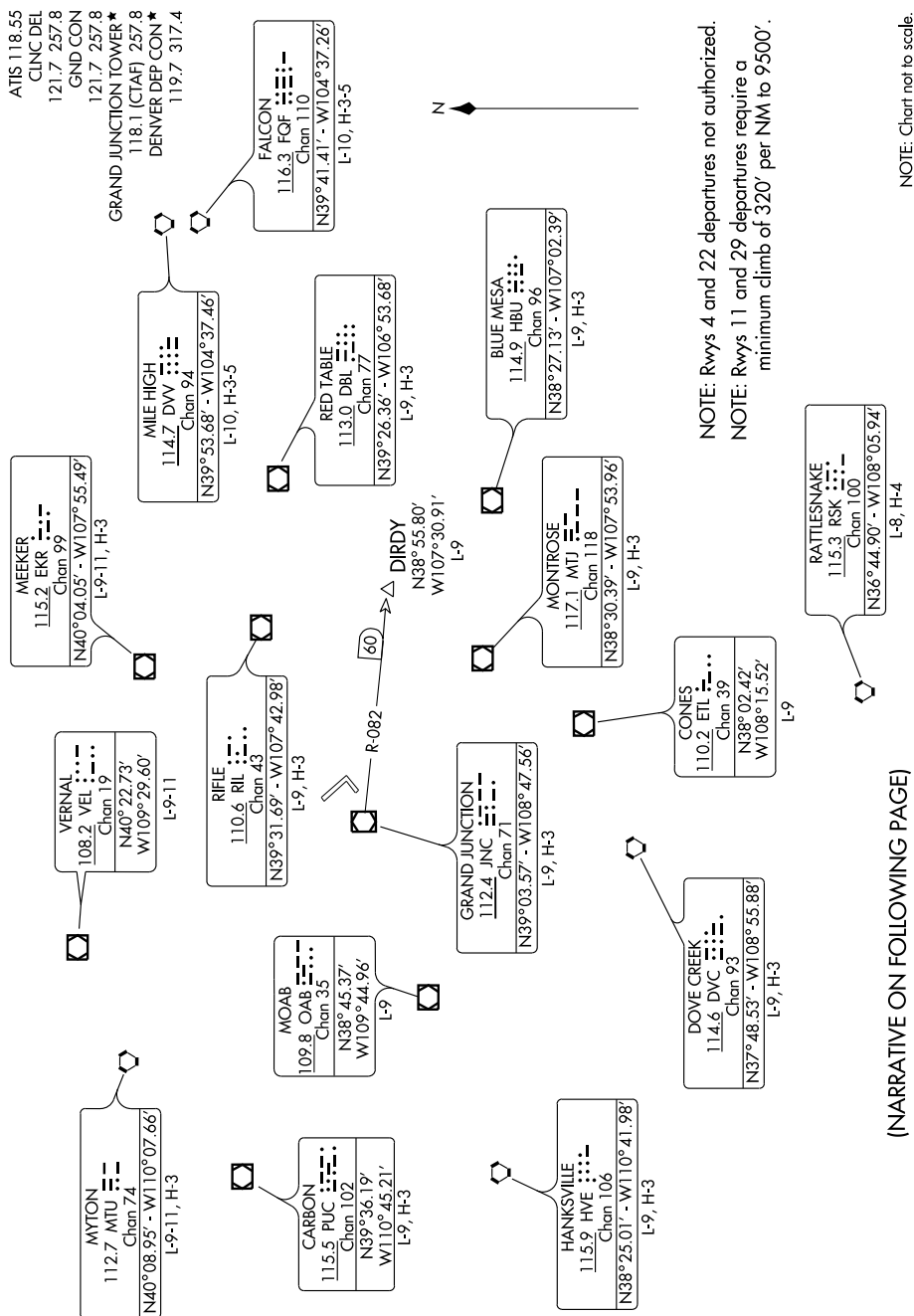
**TAKE-OFF RUNWAY 29:** Climb runway heading to 6000, then climbing left turn direct JNC VORTAC; then via transition/route.

**BRICK TRANSITION (JNC5.BRICK):** From over JNC VORTAC via JNC R-113 to BRICK/JNC 30 DME.

**DIRDY TRANSITION (JNC5.DIRDY):** From over JNC VORTAC via JNC R-082 to HONKR/JNC 17 DME then via JNC R-082 to DIRDY INT/JNC 60 DME.

**PACES TRANSITION (JNC5.PACES):** From over JNC VORTAC via JNC R-060 to PACES INT/JNC 25 DME.

**SQUAT TRANSITION (JNC5.SQUAT):** From over JNC VORTAC via JNC R-045 to SQUAT INT/JNC 31 DME.



(NARRATIVE ON FOLLOWING PAGE)



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vectors to assigned fix/route. Maintain 14000 or assigned lower altitude. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within 1 minute after departure, Runway 11: Climbing right turn direct to JNC VORTAC; Runway 29: Climb to 6000' then climbing left turn direct to JNC VORTAC. Aircraft departing JNC R-221 clockwise JNC R-060, depart JNC VORTAC on course. All other aircraft climb in JNC VORTAC holding pattern (hold SW, left turns, 075° inbound) to cross JNC VORTAC at or above: R-061 clockwise R-130 9500'; R-131 clockwise R-220 10500'.

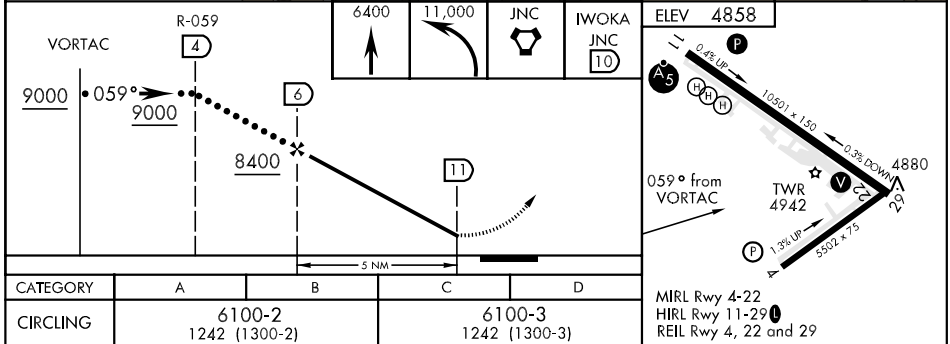
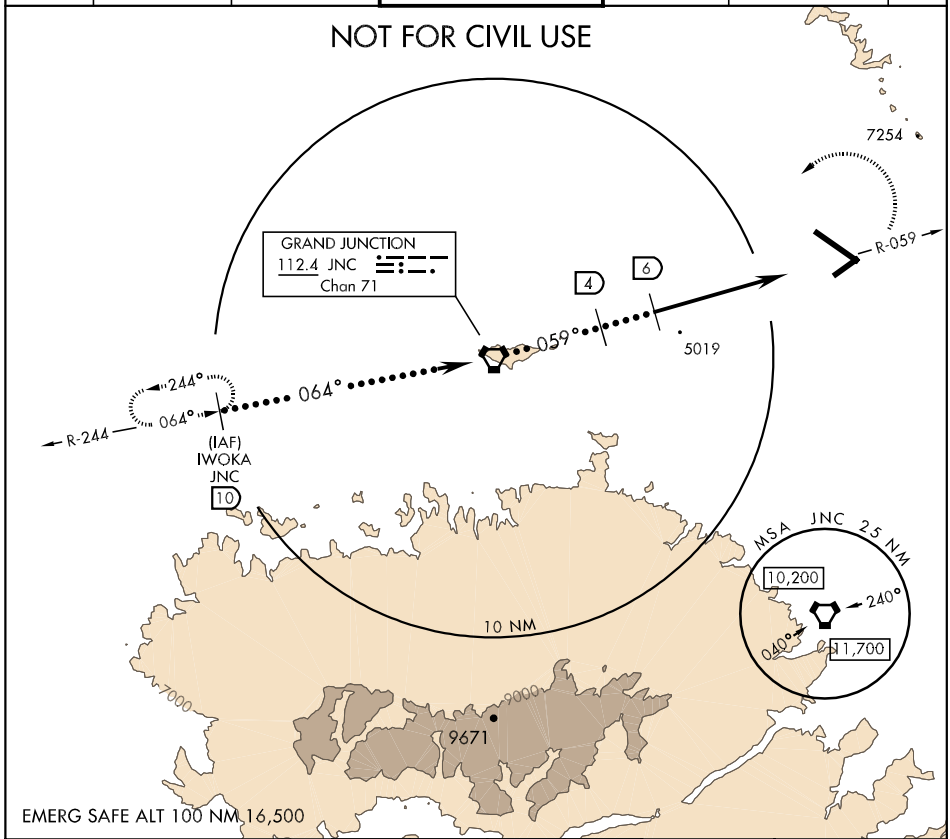
VORTAC JNC Chan <b>71</b>	APCH CRS <b>059°</b>	Rwy Idg <b>NA</b> TDZE <b>NA</b> Arpt Elev <b>4858</b>	JAL-634 [USN]	GRAND JUNCTION RGNL (KGJT)
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TANA

**MISSED APPROACH:** Climb to 6400, then climbing left turn to 11,000 direct JNC VORTAC, then outbound JNC R-244 to IWOKA/10 DME and hold.

ATIS ★ 118.55	DENVER CENTER 134.5 327.8	DENVER APP CON 119.7 317.4	GRAND JUNCTION TOWER ★ 118.1 (CTAF) 0 257.8	GND CON 121.7 257.8	UNICOM 122.95	ASOS
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NOT FOR CIVIL USE



GRAND JUNCTION, COLORADO

39°07'N-108°32'W

GRAND JUNCTION RGNL (KGJT)

SW-1, 22 OCT 2009 to 19 NOV 2009

▼

DME required.

▲

# RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALS

AS

100'

200'

300'

400'

500'

600'

700'

800'

900'

1000'

MISSED APPROACH: Climb to 6100 then climbing right turn to 9000 direct JNC VORTAC then via JNC VORTAC R-275 to JISIG/13.3 DME and hold.

ATIS <b>118.55</b>	DENVER APP CON ★ <b>119.7 317.4</b>	GRAND JUNCTION TOWER★ <b>118.1 (CTAF) 257.8</b>	GND CON <b>121.7 257.8</b>	UNICOM <b>122.95</b>
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WINDO I-GJT [58.1] MEEKER 115.2 EKR Chan 99

Procedure NA for arrivals at LOMMA via V187.

MSA JNC 2.5 NM

10200 11700

292° 292° 13000 112° (12.3) 12000 112° (21.1) (IAF) MACKS I-GJT [24.7] RADAR

R-230 BITAR INT I-GJT [45.8] 9000 112° (7.7) (IF) LOMMA I-GJT [17] RADAR

R-323 7200\* 112° (6.3) \*LOC only JINNY INT I-GJT [10.7] RADAR

R-341 6300 112° (4.4) RHONE OM/INT I-GJT [6.2] RADAR

R-009 4949 ± 7254 112° (4.4) LOCALIZER 110.3 I-GJT Chan 40

GRAND JUNCTION 112.4 JNC Chan 71

8076 11 NM ENROUTE FACILITIES FEEDER FACILITIES

9000 to LOMMA JNC [13.3] Arc (IAF) JISIG JNC [13.3] 095° 275° 9000 to LOMMA JNC [13.3] Arc (IAF) ZUKSO JNC [13.3] R-275 R-232

LOMMA I-GJT [17] RADAR Procedure Turn NA JINNY I-GJT [10.7] RADAR RHONE OM/INT I-GJT [6.2] RADAR

6100 9000 JNC 112.4 JNC R-275 JISIG △

9000 112° 7800 \*7200 6300 \*LOC only

GS 3.00° TCH 50 6.3 NM 4.4 NM 3.5 NM 1 NM

CATEGORY	A	B	C	D
S-ILS 11	# 5033/24 200 (200-½)			
S-LOC 11	5200/24 367 (400-½)			5200/40 367 (400-¾)
CIRCLING	5360-1 502 (600-1)	5380-1 522 (600-1)	5440-1½ 582 (600-1½)	5540-2¼ 682 (700-2¼)

ELEV 4858 112° 4.5 NM from FAF TDZE 4833

AS

0.4% UP

0.3% DOWN

1.3% UP

5502 x 75

4921 ± 4942 4880

REIL Rwy 4, 22 and 29 MIRL Rwy 4-22 HIRL Rwy 11-29

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SW-1, 22 OCT 2009 to 19 NOV 2009



LOC/DME I-ACD <b>109.7</b> Chan <b>34</b>	APP CRS <b>312°</b>	Rwy Idg TDZE Apt Elev	<b>10501</b> <b>4858</b> <b>4858</b>
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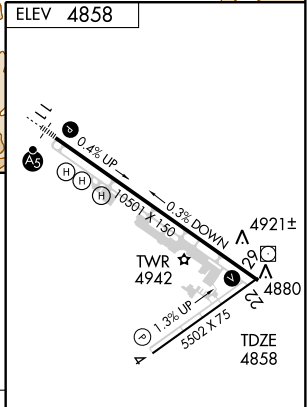
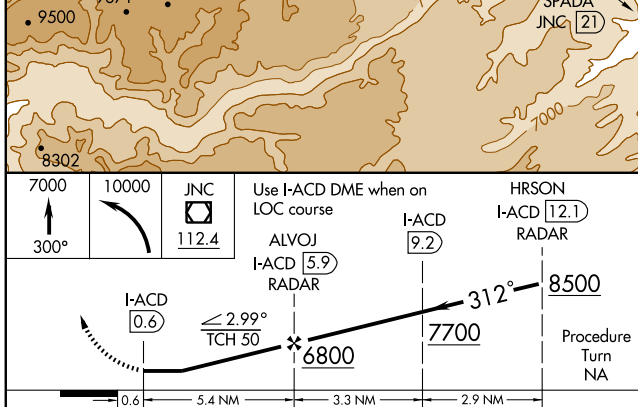
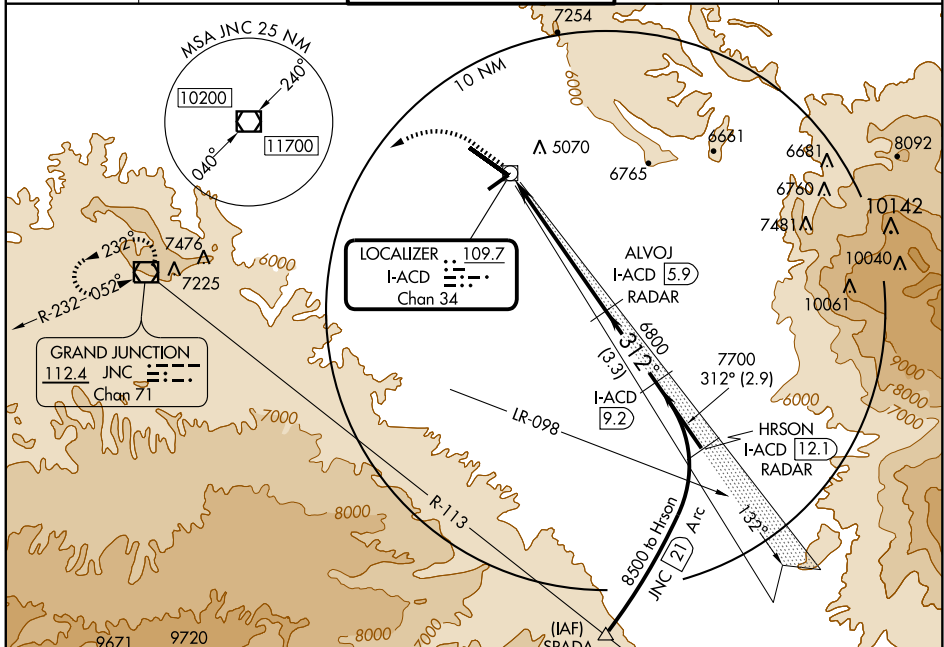
# LDA/DME RWY 29

GRAND JUNCTION RGNL (GJT)

**Auto-coupled approach not authorized inside 2.0 DME.**

**MISSED APPROACH:** Climb to 7000 via heading 300°, then climbing left turn to 10000 direct JNC VORTAC and hold.

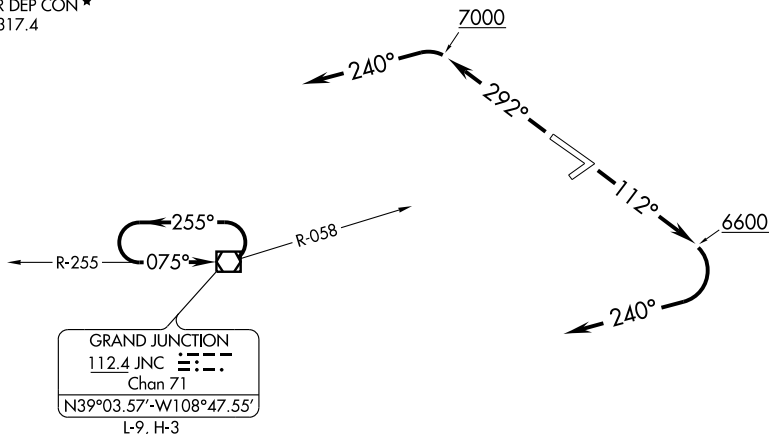
ATIS <b>118.55</b>	DENVER APP CON * <b>119.7 317.4</b>	GRAND JUNCTION TOWER * <b>118.1 (CTAF) 257.8</b>	GND CON <b>121.7 257.8</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-29	5400-1 542 (600-1)	5400-1½ 542 (600-1½)	5400-1¾ 542 (600-1¾)	5400-2 542 (600-2)
CIRCLING	5400-1 542 (600-1)	5400-1½ 542 (600-1½)	5400-1¾ 542 (600-1¾)	5400-2 542 (600-2)

REIL Rwy 4 and 22  
MIRL Rwy 4-22  
HIRL Rwy 11-29

ATIS 118.55  
GND CON  
121.7 257.8  
GRAND JUNCTION TOWER ★  
118.1 257.8  
DENVER DEP CON ★  
119.7 317.4



#### TAKE-OFF OBSTACLE NOTES

Rwy 11: Pole and light beginning 252' from DER, 266' left of centerline, up to 20' AGL/4880' MSL.  
Tree 3238' from DER, 1351' left of centerline, 100' AGL/5019' MSL.

#### TAKE-OFF MINIMUMS

Rwy 4: NA - Obstacles.  
Rwy 22: NA - Obstacles, facility reception (JNC VORTAC).  
Rwy 11: Standard with a minimum climb of 390' per NM to 5100,  
or 3000-3 for climb in visual conditions.  
Rwy 29: Standard with a minimum climb of 220' per NM to 7000,  
or 3000-3 for climb in visual conditions.

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb heading 112° to 6600, then climbing right turn via heading 240° until receiving JNC VORTAC, then proceed direct JNC VORTAC. Thence . . .

, or for climb in visual conditions cross Grand Junction Rgnl Airport westbound at or above 7700, then proceed on JNC R-058 to JNC VORTAC. Thence . . .

TAKE-OFF RUNWAY 29: Climb heading 292° to 7000, then climbing left turn via heading 240° until receiving JNC VORTAC, then proceed direct JNC VORTAC. Thence . . .

, or for climb in visual conditions cross Grand Junction Rgnl Airport westbound at or above 7700, then proceed on JNC R-058 to JNC VORTAC. Thence . . .

. . . Cross JNC VORTAC at or above MEA/MCA for route of flight. If required, continue climb in JNC holding pattern to cross JNC at or above MEA/MCA for route of flight.

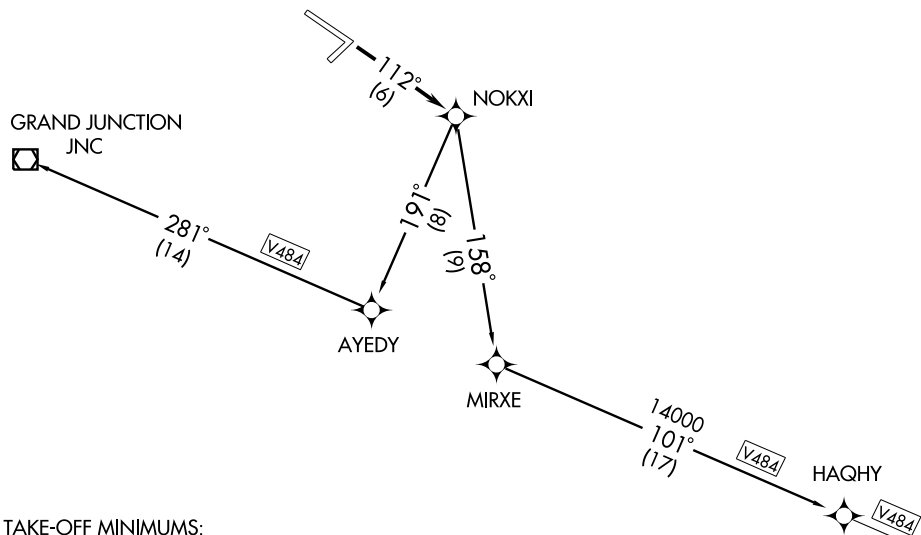
NOTE: 1. GPS Required.  
2. RNAV 1

GRAND JUNCTION TOWER ★

118.1 257.8

DENVER DEP CON ★

119.7 317.4

**TAKE-OFF MINIMUMS:**

Rwy 4, 22, 29: NA.

Rwy 11: GRAND JUNCTION TRANSITION: 2300-3 or standard with a minimum climb of 250' per NM from take-off to 8000'. HAQHY TRANSITION: 5500-3 or standard with a minimum climb of 280' per NM from take-off to 11,000.

GRAND JUNCTION TRANSITION: Do not exceed 200 KIAS until AYEDY WP, cross JNC VORTAC at MEA/MCA for direction of flight.

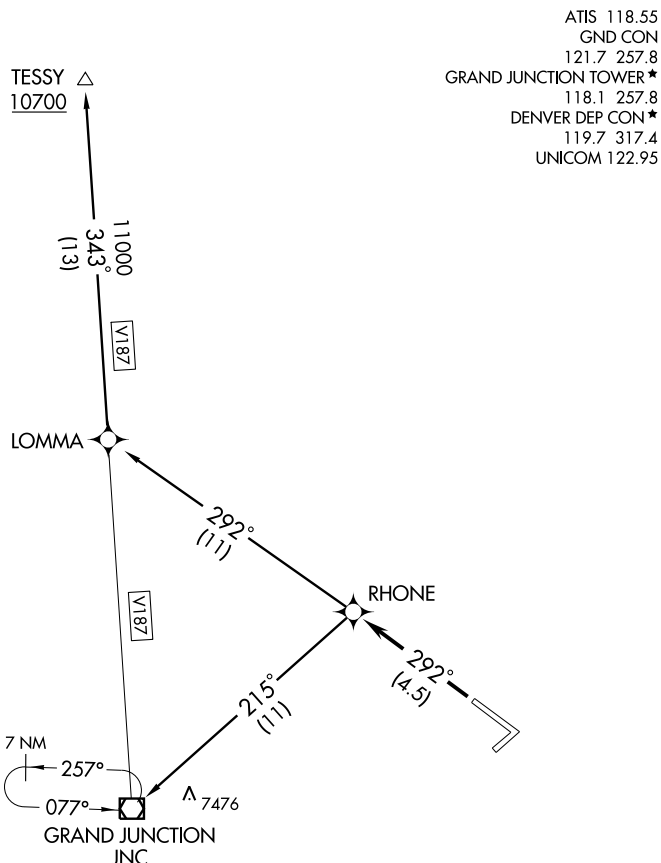
NOTE: Chart not to scale

**DEPARTURE ROUTE DESCRIPTION**

TAKE-OFF RUNWAY 11: Climb via 112° course to NOKXI WP.

GRAND JUNCTION TRANSITION (NOKXI1.JNC)

HAQHY TRANSITION (NOKXI1.HAQHY)

TAKE-OFF MINIMUMS

Rwy 4, 11, 22: NA.

Rwy 29: GRAND JUNCTION TRANSITION: 2700-2 or standard with a minimum climb of 280' per NM from take-off to 8000'

TESSY TRANSITION: 2700-2 or standard with a minimum climb of 220' per NM from LOMMA WP to TESSY INT or 210' per NM from take-off to 10700'.

NOTE: 1. GPS Required.  
2. RNAV 1

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 29: Climb via 292° course to RHONE WP.GRAND JUNCTION TRANSITION (RHONE2.JNC)TESSY TRANSITION (RHONE2.TESSY)

WAAS CH <b>97514</b> <b>W11A</b>	APP CRS <b>112°</b>	Rwy Idg TDZE Apt Elev	<b>10501</b> <b>4833</b> <b>4858</b>
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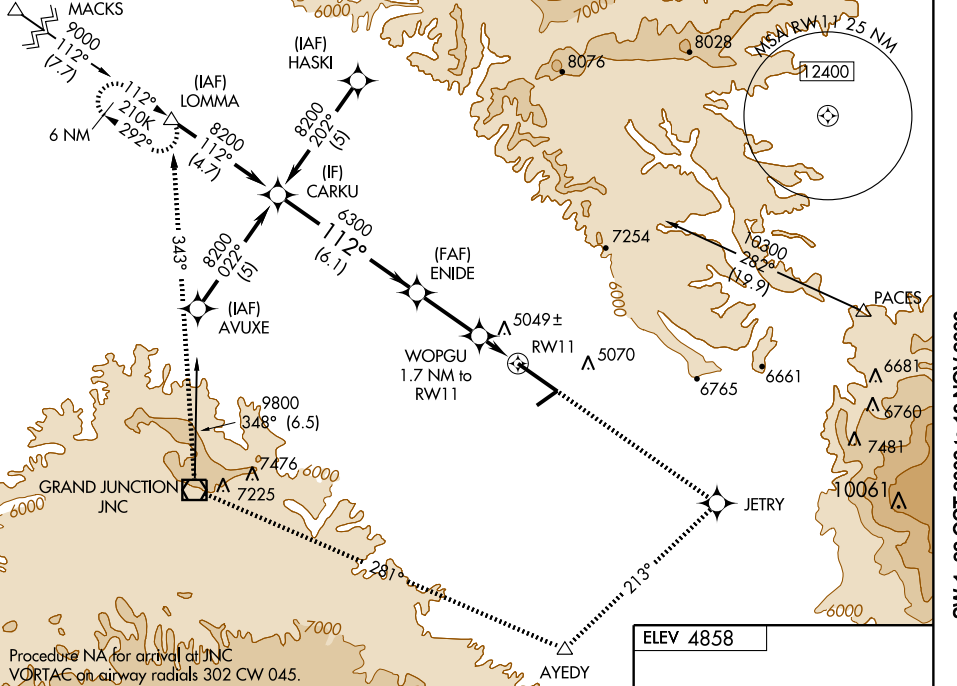
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F).  
DME/DME RNP-0.3 NA. When local altimeter setting not received, procedure NA.

MALS

MISSED APPROACH: Climb to 6700 direct JETRY then climbing right turn to 9000 via track 213° to AYEDY and via track 281° to JNC VORTAC and via track 343° to LOMMA and hold.

ATIS <b>118.55</b>	DENVER APP CON ★ <b>119.7 317.4</b>	GRAND JUNCTION TOWER ★ <b>118.1 (CTAF) 0 257.8</b>	GND CON <b>121.7 257.8</b>	UNICOM <b>122.95</b>
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Procedure Turn NA

CARKU

6700

JETRY

9000

AYEDY

TRK 281°

JNC

TRK 343°

LOMMA

8200

112°

6300

ENIDE

WOPGU 1.7 NM to RW11

RW11

\*LNAV only

\*5400

6.1 NM

2.7 NM

1.7 NM

GS 3.00° TCH 50

CATEGORY	A	B	C	D
LPV DA	5033/24 200 (200-½)			
LNAV/VNAV DA	5492-1 ¾ 659 (700-1 ¾)			
LNAV MDA	5300/24 467 (500-½)	5300/40 467 (500-¾)	5300/50 467 (500-1)	
CIRCLING	5360-1 502 (600-1)	5380-1 522 (600-1)	5440-1 ½ 582 (600-1 ½)	5540-2 ¼ 682 (700-2 ¼)

ELEV 4858

112° to RW11

A5

0.4% UP

TDZE 4833

10501 X 150

0.3% DOWN

4921±

TWR 4942

1.3% UP

5502 X 75

4880

REIL Rwy 4 and 22

MIRL Rwy 4-22

HIRL Rwy 11-29

APP CRS  
297°

Rwy Idg  
TDZE  
Apt Elev

10501  
4858  
4858

RNAV (GPS) RWY 29  
GRAND JUNCTION RGNL (GJT)

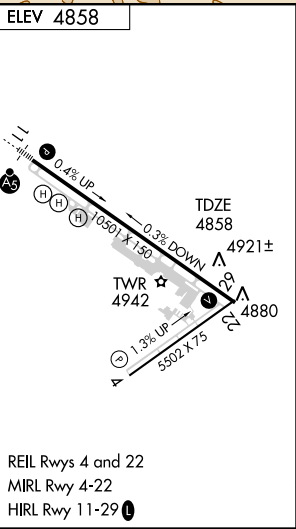
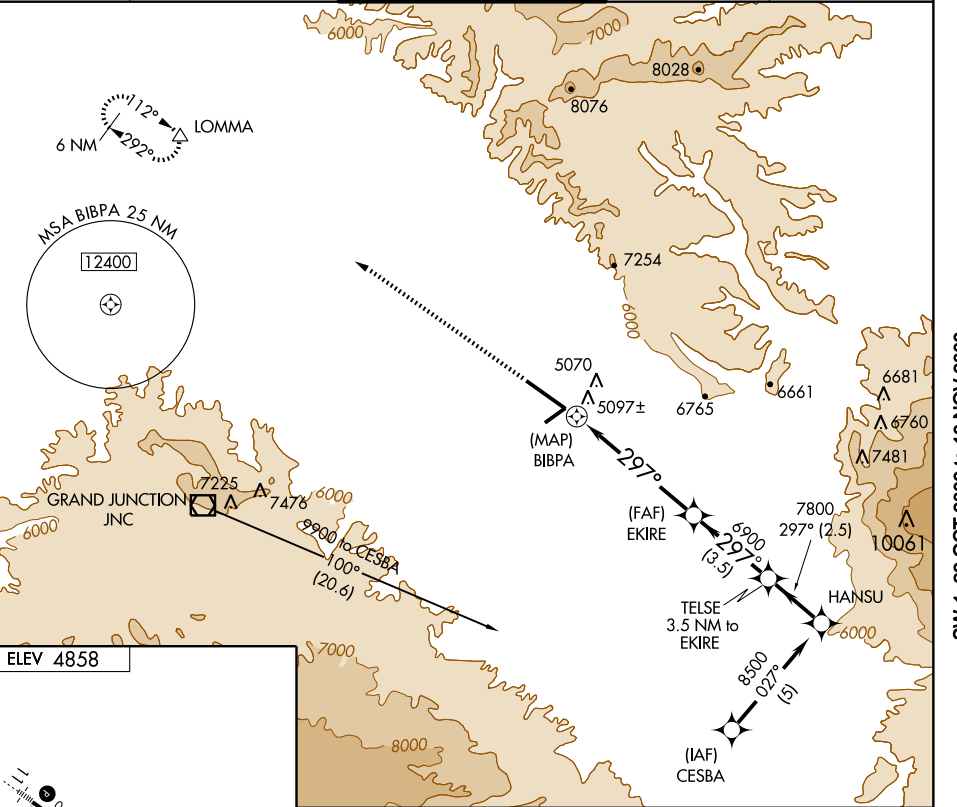
▽

NA

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 10000 direct to LOMMA WP and hold.

ATIS 118.55	DENVER APP CON ★ 119.7 317.4	GRAND JUNCTION TOWER★ 118.1 (CTAF) 0 257.8	GND CON 121.7 257.8	UNICOM 122.95
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	10000 LOMMA		HANSU	
	BIBPA		TELSE 3.5 NM to EKIRE	
	EKIRE		7800	
	BIBPA		8500	
	Procedure Turn NA			
CATEGORY	A	B	C	D
LNAV MDA	5340-1	482 (500-1)	5340-1½ 482 (500-1¼)	5340-1½ 482 (500-1½)
CIRCLING	5400-1	542 (600-1)	5540-2 682 (700-2)	5640-2½ 782 (800-2½)

SW-1. 22 OCT 2009 to 19 NOV 2009

61071

# AIRPORT DIAGRAM

AL-325 (FAA)

GREELEY-WELD COUNTY (GXY)  
GREELEY, COLORADO

AWOS-3  
135.175  
CTAF/UNICOM  
122.8

FIELD  
ELEV  
4697



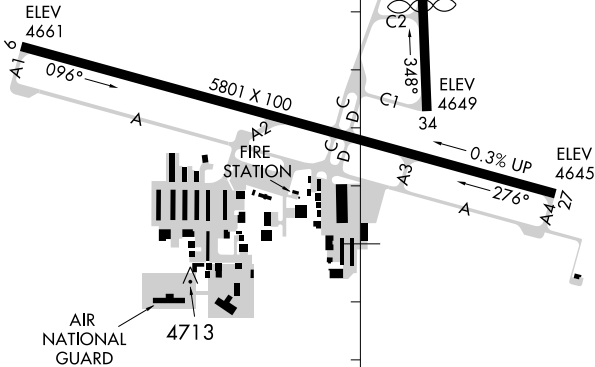
JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1°W

40°27'N

40°26'N

RWY 9-27  
S18, D30  
RWY 16-34  
S30, D45

10000 X 100



104°39'W

104°38'W

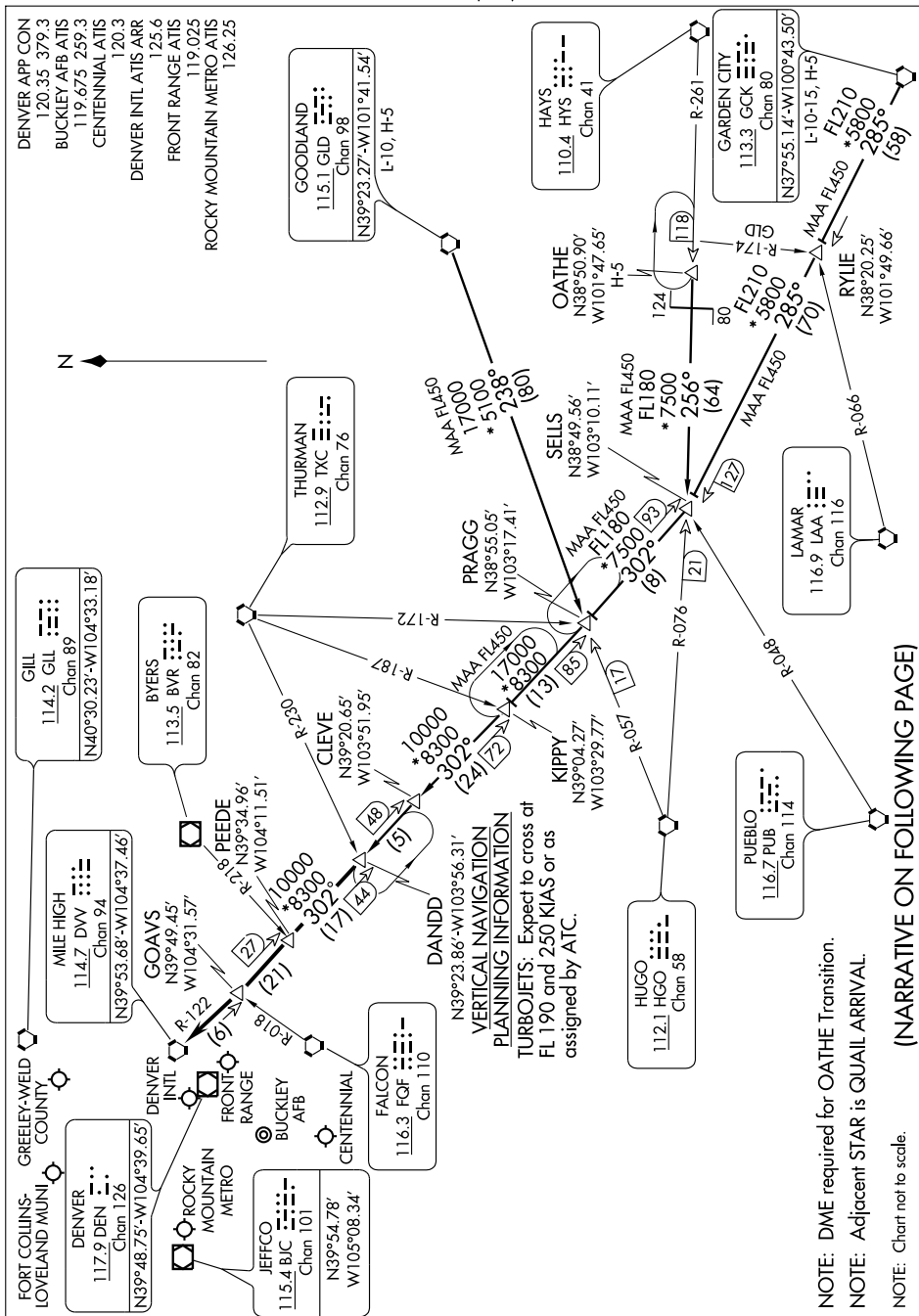
104°37'W

SW-1, 22 OCT 2009 to 19 NOV 2009

## DANDD FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



(NARRATIVE ON FOLLOWING PAGE)



## ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

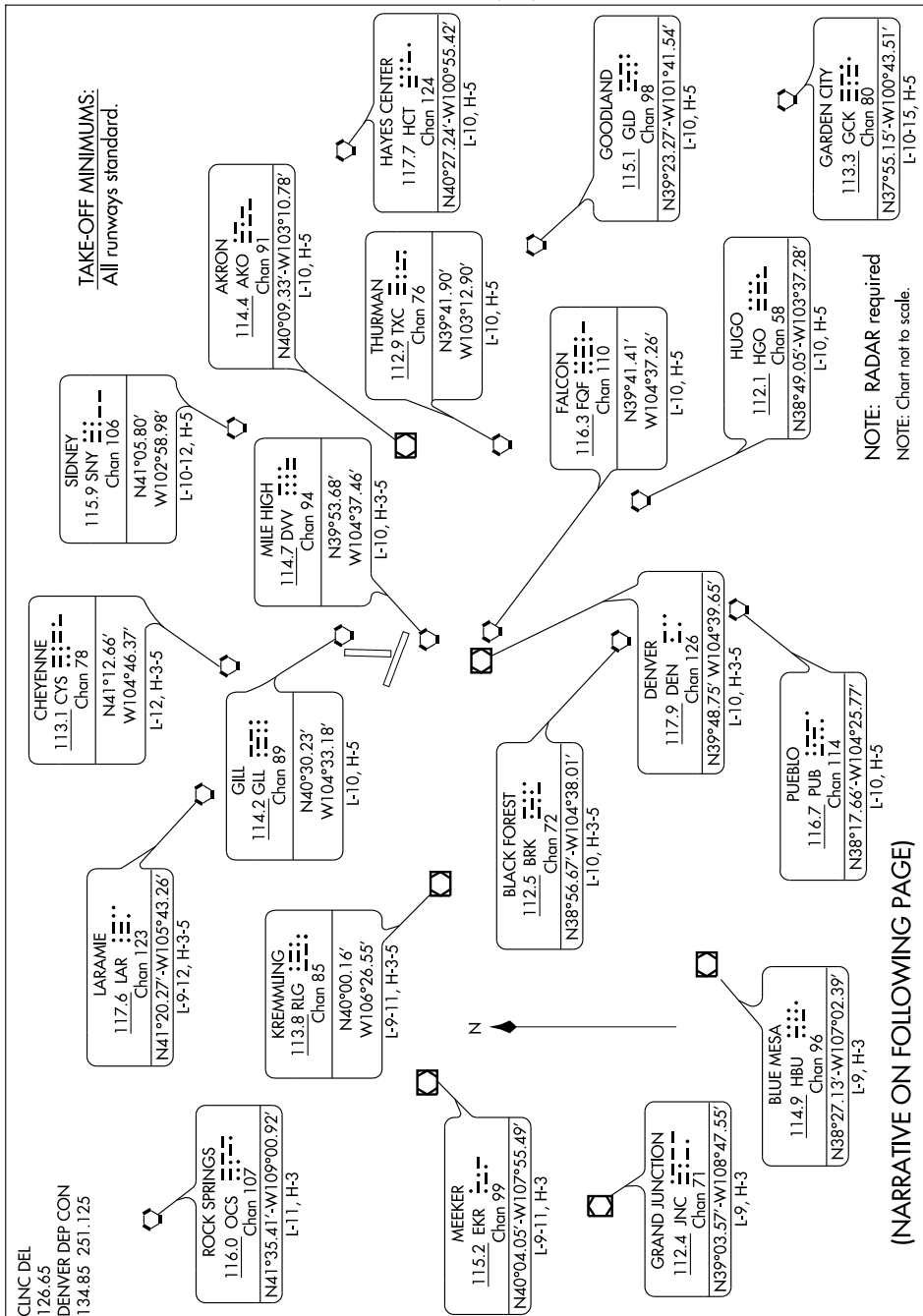
GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

## DENVER FIVE DEPARTURE

SL-325 (FAA)

GREELEY-WELD COUNTY (GXY)  
GREELEY, COLORADOTAKE-OFF MINIMUMS:  
All runways standard.

(NARRATIVE ON FOLLOWING PAGE)

## DENVER FIVE DEPARTURE

SL-325 (FAA)

GREELEY-WELD COUNTY (GXY)  
GREELEY, COLORADO

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

LOC/DME I-DCI <b>110.3</b> Chan <b>40</b>	APP CRS <b>347°</b>	Rwy Idg <b>8900</b> TDZE <b>4665</b> Apt Elev <b>4697</b>
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ILS or LOC RWY 34  
GREELEY-WELD COUNTY (GXY)

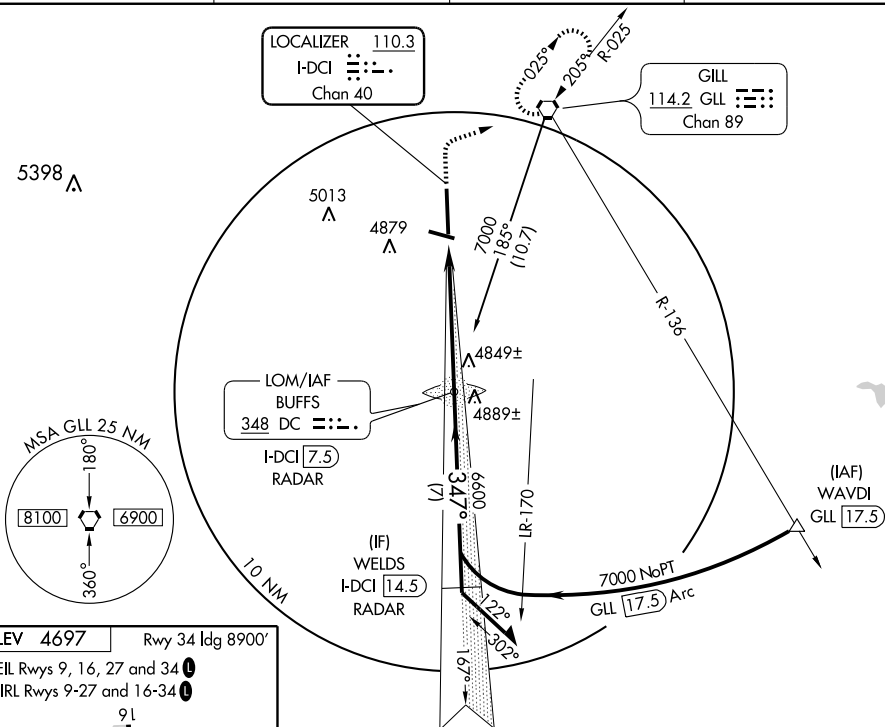
**▼** Use I-DCI DME when on localizer course.  
**▲** When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase DA to 4950 feet and all visibility ¼ mile; increase all MDA 100 feet and Cat C/D visibility ¼ mile.  
 VDP NA when using Fort Collins-Loveland Muni altimeter setting.

**MISSED APPROACH:** Climb to 5200 then climbing right turn to 7000 direct GLL VORTAC and hold, continue climb-in-hold to 7000.

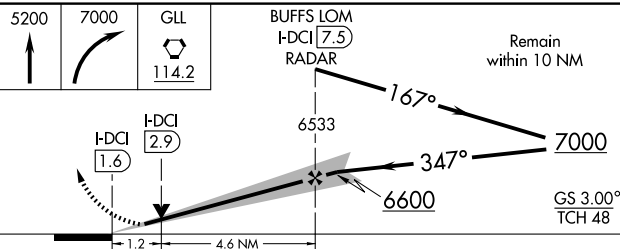
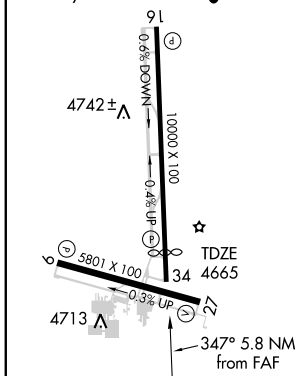
AWOS-3  
135.175

DENVER APP CON  
134.85 251.125

CLNC DEL  
**126,65**

UNICOM  
122.8 (CTAF) **L**

ELEV 4697	Rwy 34 ldg 8900'
-----------	------------------

REIL Rwys 9, 16, 27 and 34 **L**MIRL Rwy 9-27 and 16-34 **L**

<p>4713</p> <p>0.3% UP</p> <p>347° 5.8 NM from FAF</p> <p>FAF to MAP 5.8 NM</p>						CATEGORY		A		B		C		D			
						S-ILS 34		4865-3/4 200 (200-3/4)									
						S-LOC 34		5100-1		435 (500-1)		5100-1 1/4		435 (500-1 1/4)		5100-1 1/2	
Knots	60	90	120	150	180	CIRCLING		5120-1		5160-1		5200-1 1/2		5260-2			
Min:Sec	5:48	3:52	2:54	2:19	423 (500-1)			463 (500-1)		503 (600-1 1/2)		563 (600-2)					



NOTE: Adjacent STAR is SAYGE ARRIVAL.

NOTE: Chart not to scale.

NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.



## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.



LOM DC	APP CRS	Rwy Idg	<b>8900</b>
<b><u>348</u></b>	<b>347°</b>	TDZE	<b>4665</b>
		Apt Elev	<b>4697</b>

NDB RWY 34  
GREELEY-WELD COUNTY (GXY)



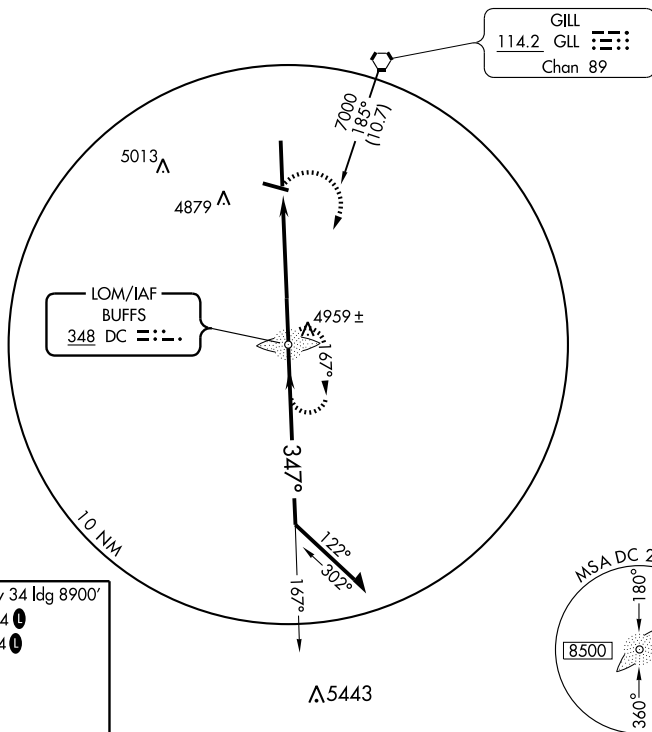
**MISSED APPROACH:** Climbing right turn to 7000 direct BUFFS LOM and hold, continue climb-in-hold to 7000.

AWOS-3  
**135.175**

DENVER APP CON  
134.85 251.125

CLNC DEL  
**126.65**

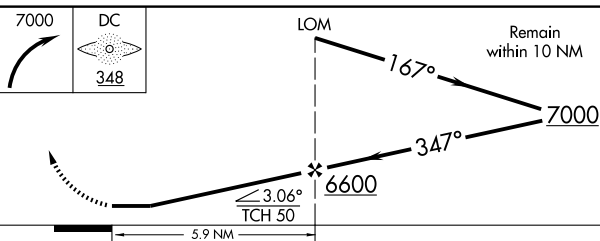
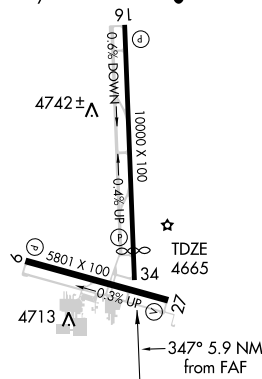
UNICOM  
122.8 (CTAF) **L**



ELEV 4697	Rwy 34 ldg 8900'
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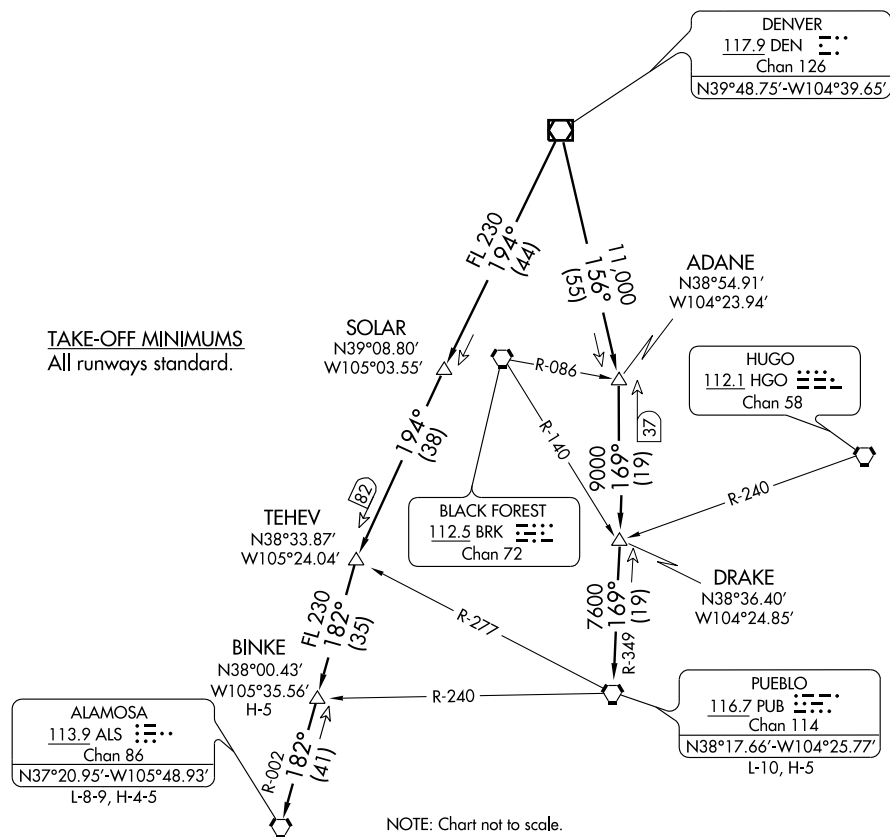
REIL Rwys 9, 16, 27 and 34 **L**

MIRL Rwy 9-27 and 16-34 L



						← 347° 5.9 NM from FAF		CATEGORY		A		B		C		D			
								S-34		5180-1 515 (500-1)				5180-1½ 515 (500-1½)				5180-1¾ 515 (500-1¾)	
FAF to MAP 5.9 NM						CIRCLING		5180-1 483 (500-1)				5200-1½ 503 (600-1½)				5260-2 563 (600-2)			
Knots	60	90	120	150	180														
Min:Sec	5:54	3:56	2:57	2:22	1:58														

CLNC DEL  
126.65  
DENVER DEP CON  
134.85 251.125



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

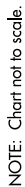
Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

**LOST COMMUNICATIONS:** If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.





## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

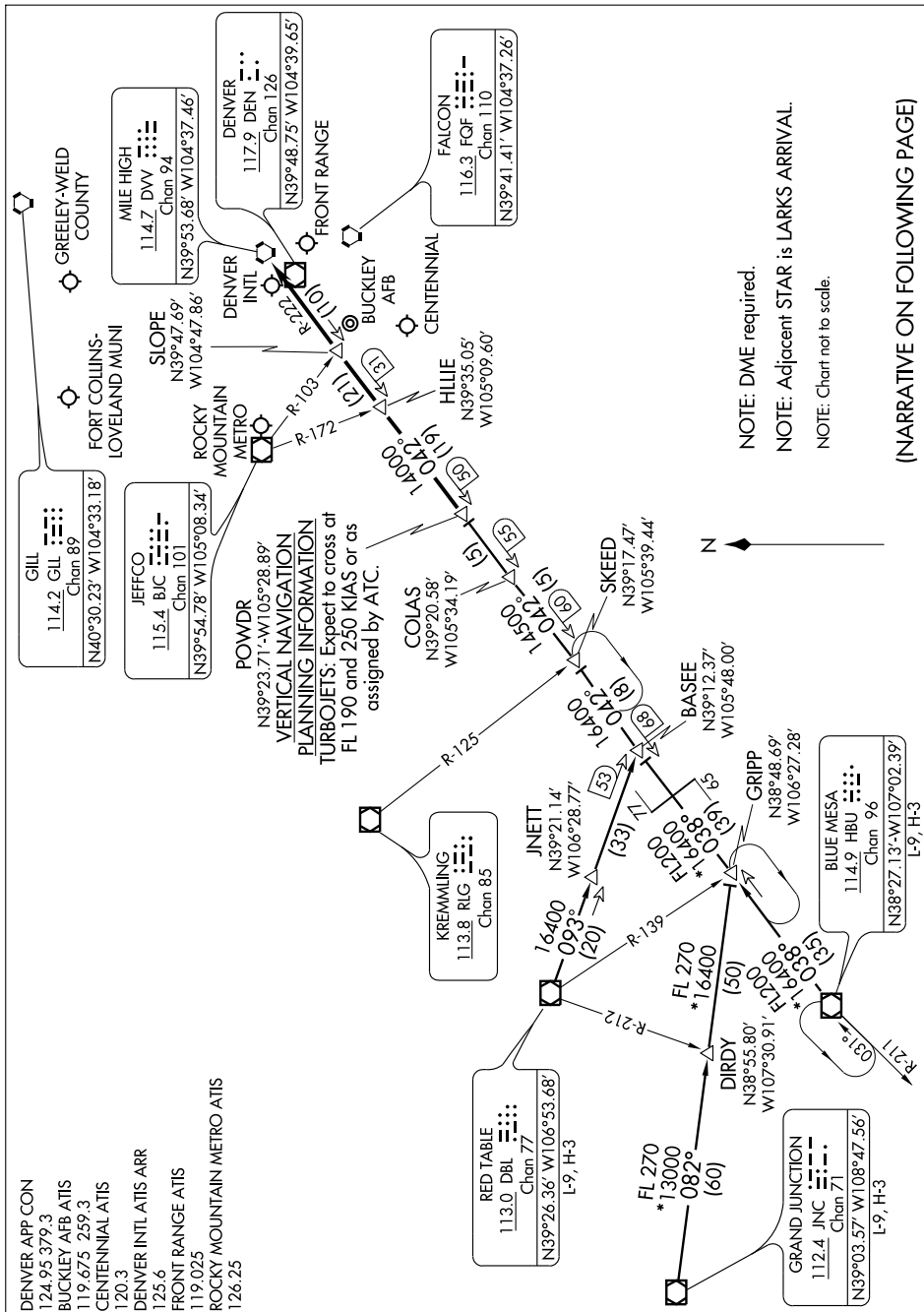
GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.



## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VORTAC via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

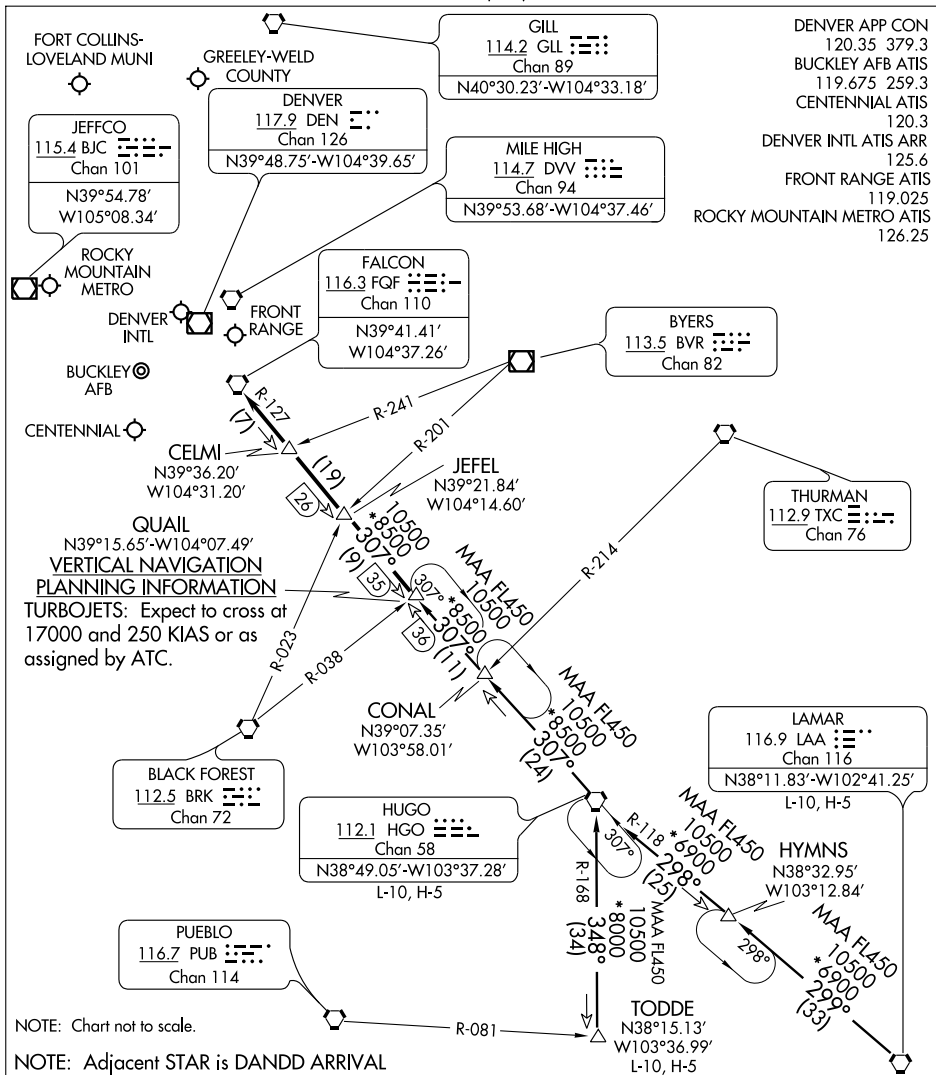
RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

## QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



**HUGO TRANSITION (HGO.QUAIL6):** From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

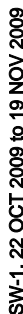
**LAMAR TRANSITION (LAA.QUAIL6):** From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to QUAIL INT. Thence....

**TODDE TRANSITION (TODDE.QUAIL6):** From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC.  
 Expect radar vectors to the final approach course at or before FQF VORTAC.

## ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required for ROCK SPRINGS TRANSITION for Changeover Point.

NOTE: Adjacent STAR is TOMSN ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

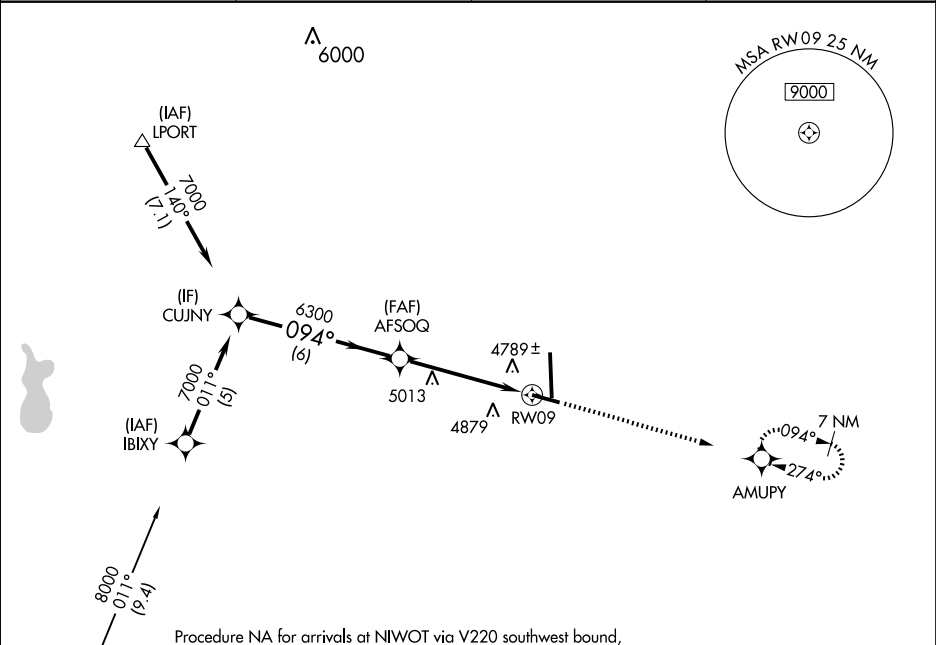
ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VORTAC via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

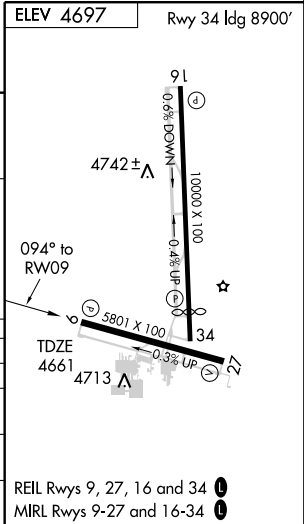
WAAS CH <b>62900</b> <b>W09A</b>	APP CRS <b>094°</b>	Rwy Idg TDZE <b>5801</b> Apt Elev <b>4661</b> <b>4697</b>
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RNAV (GPS) RWY 9  
GREELEY-WELD COUNTY (GX Y)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -24°C (-11°F).		MISSED APPROACH: Climb to 7000 direct AMUPY and hold.	
AWOS-3 <b>135.175</b>	DENVER APP CON <b>134.85 251.125</b>	CLNC DEL <b>126.65</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>



Procedure Turn NA		CUJNY		VGSI and RNAV glidepath not coincident.		7000		AMUPY	
GS 3.00°		TCH 50		7000		094°		6300	
6 NM		3 NM		1.9 NM					
CATEGORY	A	B	C	D					
LPV DA	4911-3/4				250 (300-3/4)				
LNNAV/VNAV DA	5201-2				540 (600-2)				
LNNAV MDA	5320-1 659 (700-1)		5320-1 3/4 659 (700-1 3/4)		5320-2 659 (700-2)				
CIRCLING	5320-2 623 (700-2)								



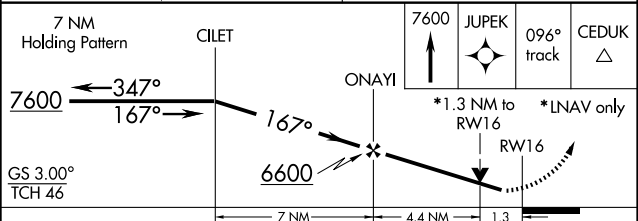
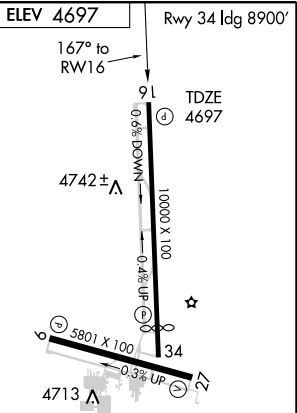
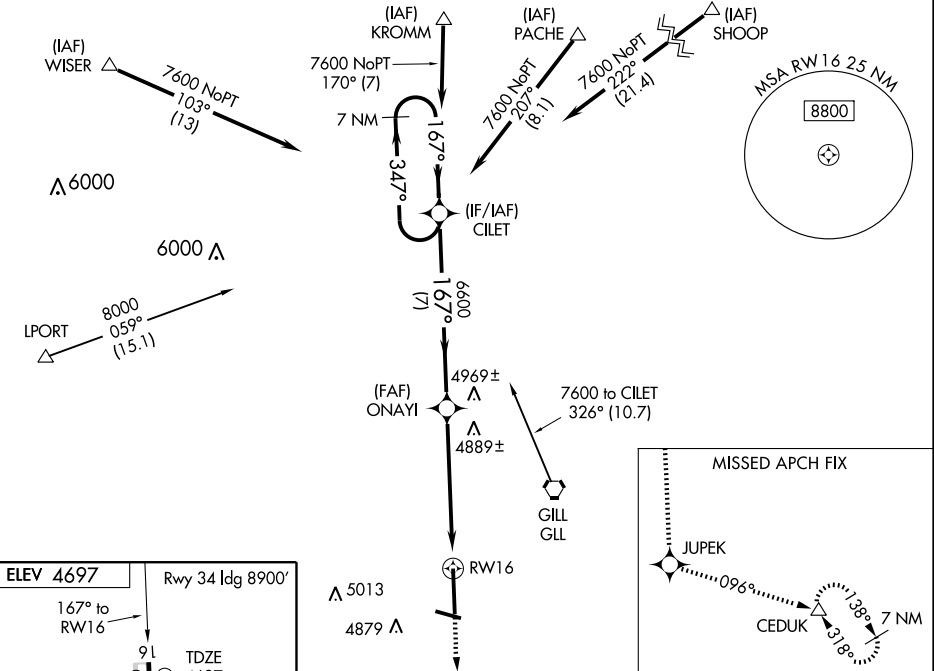
WAAS CH <b>72708</b> W <b>16A</b>	APP CRS <b>167°</b>	Rwy Idg TDZE Apt Elev	<b>10000</b> <b>4697</b> <b>4697</b>
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RNAV (GPS) RWY 16  
GREELEY-WELD COUNTY (GXV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F).  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
VDP and Baro-VNAV NA when using Fort Collins-Loveland Muni altimeter setting.  
When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase LPV DA to 5063 feet and visibility all Cats ¼ mile. Increase LNAV/VNAV DA to 5207 and visibility all Cats ¼ mile. Increase all MDA 100 feet and LNAV visibility Cats C and D ¼ mile. Increase Circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 7600 direct JUPEK and via 096° track to CEDUK and hold.

AWOS-3 <b>135.175</b>	DENVER APP CON <b>134.85 251.125</b>	CLNC DEL <b>126.65</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA	4978-1 281 (300-1)			
LNAV/VNAV DA	5122-1½ 425 (500-1½)			
LNAV MDA	5140-1 443 (500-1)	5140-1¼ 443 (500-1¼)	5140-1½ 443 (500-1½)	5140-1½ 443 (500-1½)
CIRCLING	5140-1 443 (500-1)	5160-1 463 (500-1)	5200-1½ 503 (600-1½)	5260-2 563 (600-2)

REIL Rwy 9, 16, 27 and 34  
MIRL Rwy 9-27 and 16-34

WAAS CH <b>86808</b> <b>W27A</b>	APP CRS <b>275°</b>	Rwy Idg TDZE Apt Elev	<b>5801</b> <b>4650</b> <b>4697</b>
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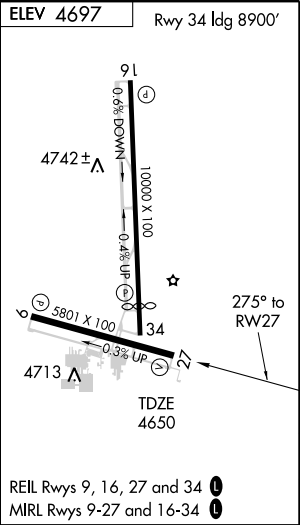
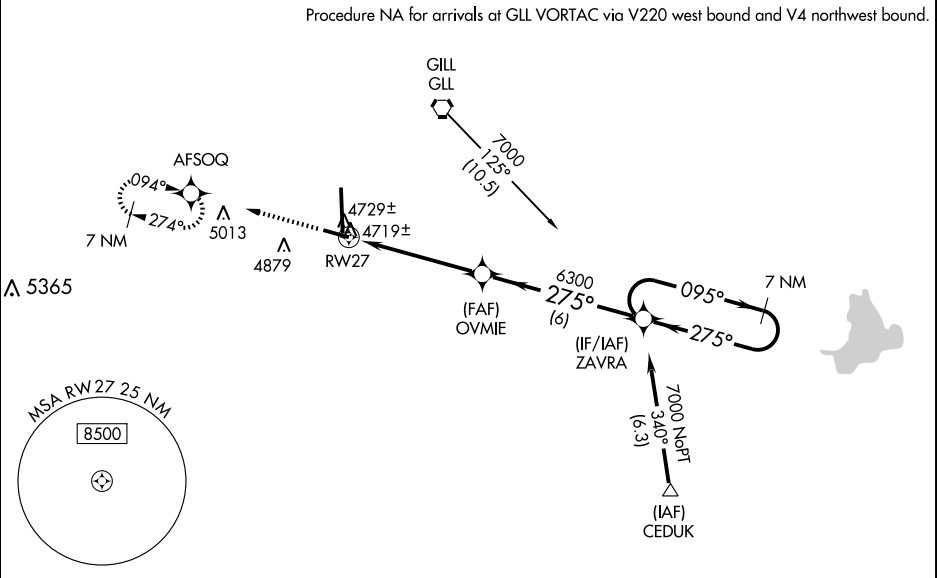
**RNAV (GPS) RWY 27**  
GREELEY-WELD COUNTY (GXY)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP -0.3 NA.

**⚠** VDP and Baro-VNAV NA when using Fort Collins-Loveland Muni altimeter setting. When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase LPV DA to 4985 and visibility all Cats ½ mile. Increase LNAV/VNAV DA to 5074 and visibility all Cats ¼ mile. Increase all MDA 100 feet and LNAV visibility Cat C ¼ mile and Cat D ½ mile. Increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 8500 direct AFSOQ and hold, continue climb-in-hold to 8500.

AWOS-3 <b>135.175</b>	DENVER APP CON <b>134.85 251.125</b>	CLNC DEL <b>126.65</b>	UNICOM <b>122.8 (CTAF) 0</b>
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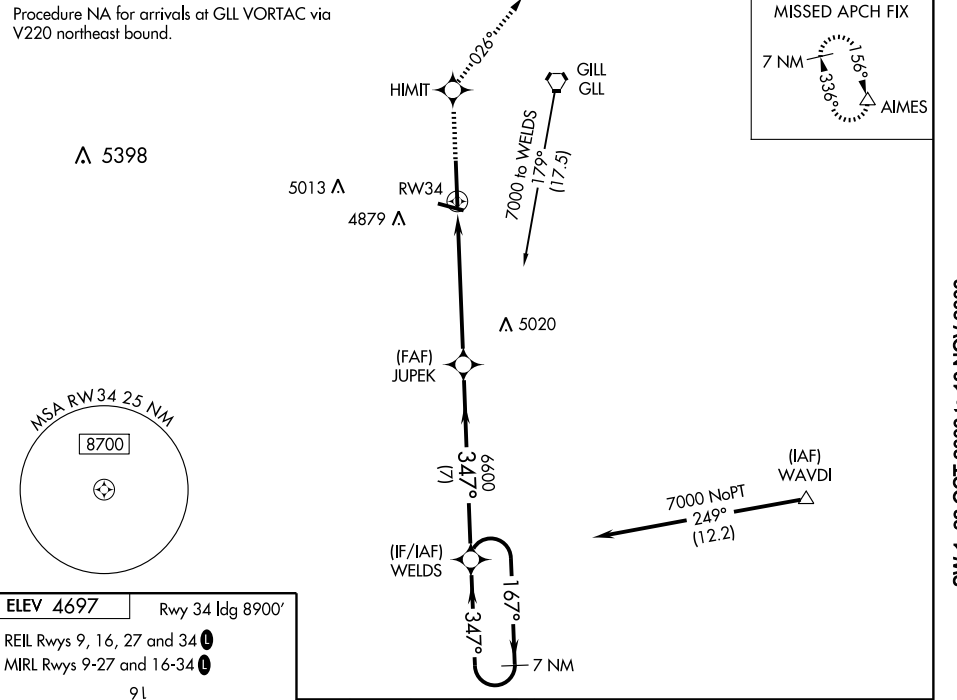


8500 AFSOQ		7 NM Holding Pattern			
*LNAV only		*0.9 NM to RW27			
RW27		OVMIE			
ZAVRA		7000			
6300		GS 3.00° TCH 50'			
CATEGORY	A	B	C	D	
LPV DA	4900-3/4 250 (300-3/4)				
LNAV/VNAV DA	4989-1 1/4 339 (300-1 1/4)				
LNAV MDA	4980-1 330 (300-1)				
CIRCLING	5120-1 423 (500-1)	5160-1 463 (500-1)	5200-1 1/2 503 (600-1 1/2)	5260-2 563 (600-2)	

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP -0.3 NA. VDP and Baro-VNAV NA when using Fort Collins-Loveland Muni altimeter setting and increase LPV DA to 5000 feet and visibility all Cats ¼ mile. Increase LNAV/VNAV DA to 5073 feet and visibility all Cats ¼ mile. Increase all MDA 100 feet and LNAV visibility Cats C and D ¼ mile. Increase Circling visibility Cat C ¼ mile.

**MISSED APPROACH:** Climb to 8000 direct HIMIT and via 026° track to AIMES and hold, continue climb-in-hold to 8000.

AWOS-3 <b>135.175</b>	DENVER APP CON <b>134.85 251.125</b>	CLNC DEL <b>126.65</b>	UNICOM <b>122.8 (CTAF)</b> <b>0</b>
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4742 ± Δ

0.6% DOWN

10000 X 100

0.4% UP

5801 X 100

TDZE 4665

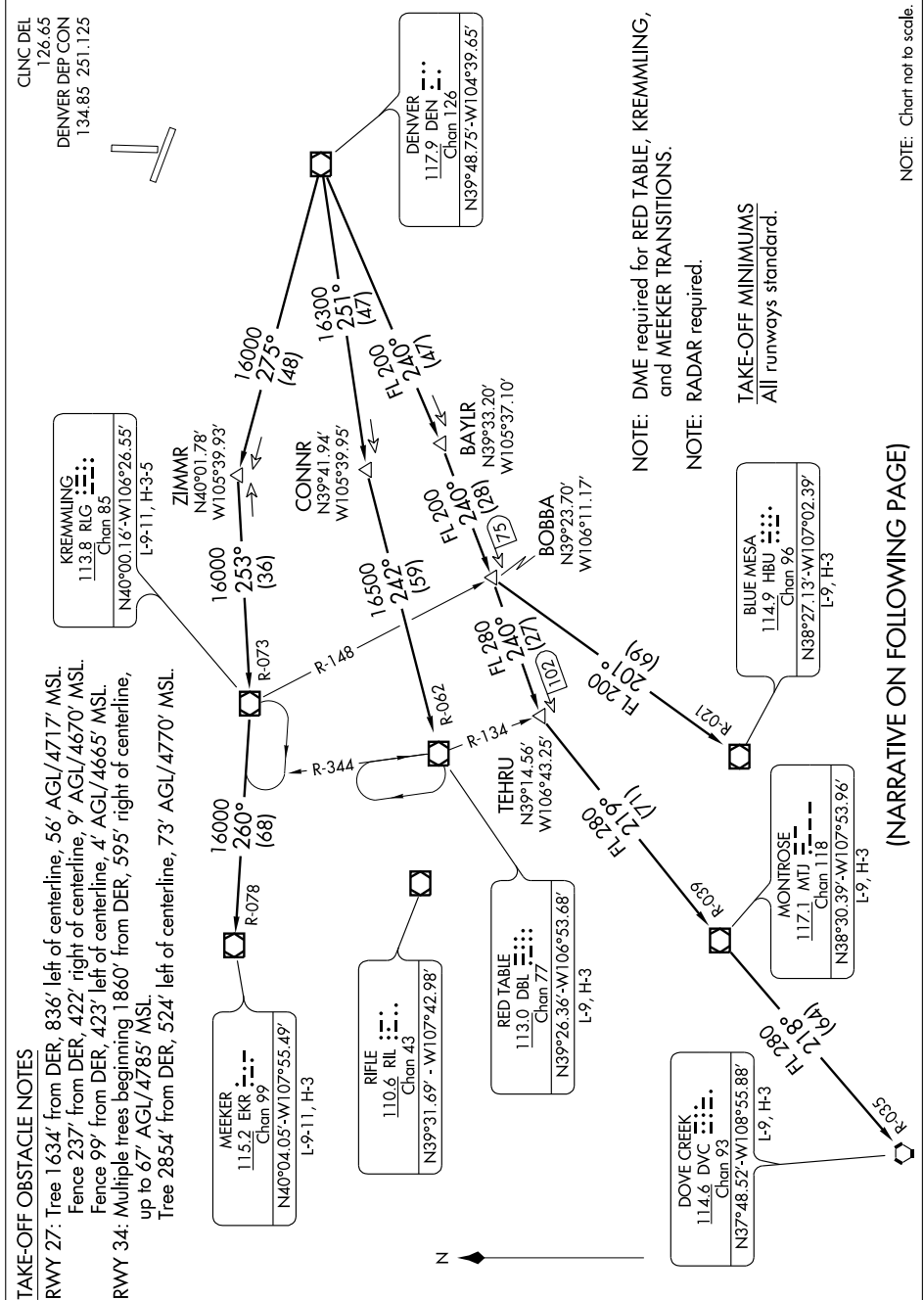
0.3% UP

347° to RW34

# ROCKIES SEVEN DEPARTURE

SL-325 (FAA)

GREELEY-WELD COUNTY (GXY)  
GREELEY, COLORADO



(NARRATIVE ON FOLLOWING PAGE)



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

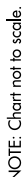
DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.





## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.



## ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

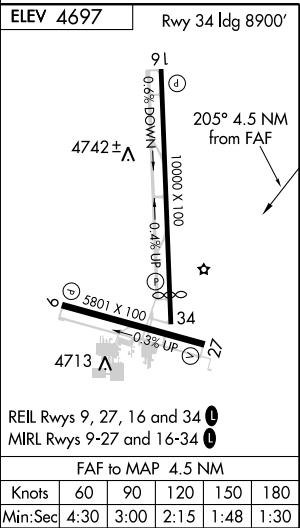
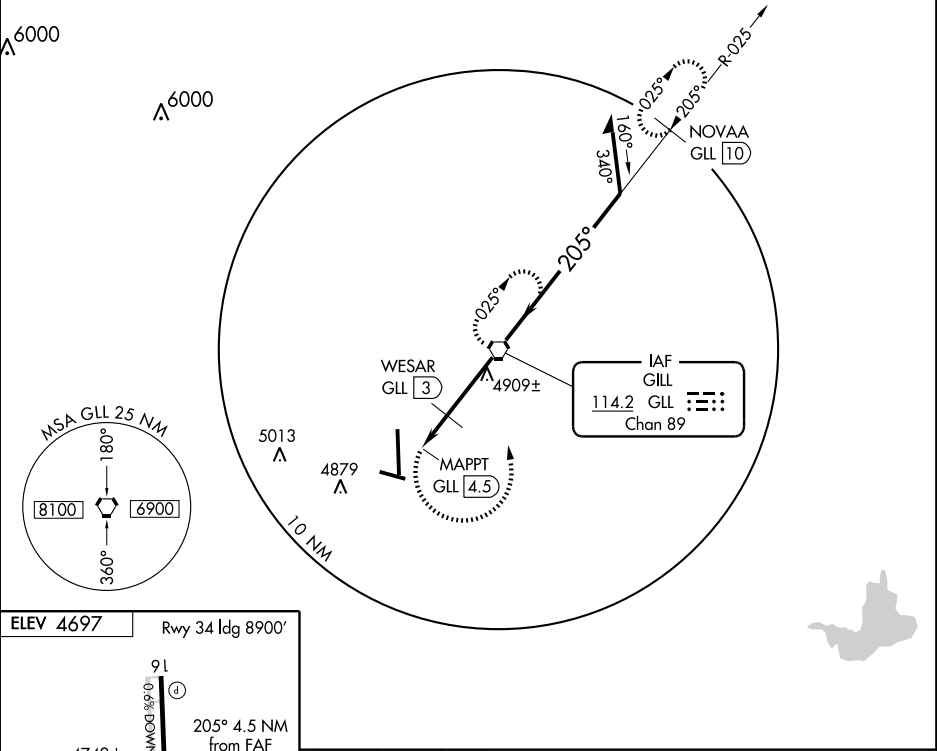
VORTAC GLL	APP CRS	Rwy Idg	N/A
114.2	205°	TDZE	N/A
Chan 89		Apt Elev	4697

VOR or TACAN-A  
GREELEY-WELD COUNTY (GXY)

When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase all MDA 100 feet. Increase Cat C visibility ¼ mile.

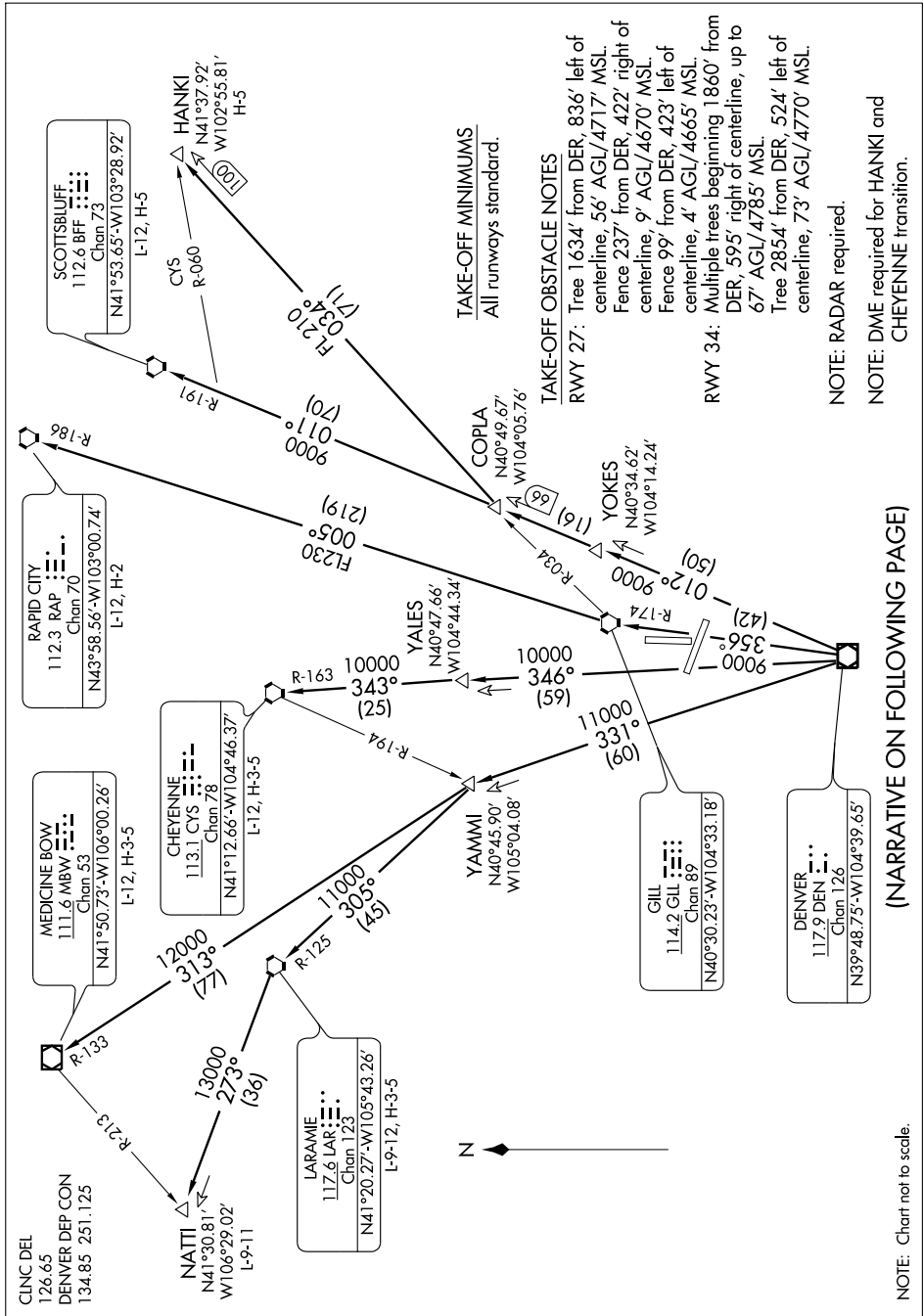
MISSED APPROACH: Climbing left turn to 7000 direct GLL VORTAC and hold, continue climb-in-hold to 7000. (TACAN Aircraft continue via GLL R-025 to NOVAA/10 DME and hold NE, right turns, 205° inbound.)

AWOS-3 135.175	DENVER APP CON 134.85 251.125	CLNC DEL 126.65	UNICOM 122.8(CTAF)0
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7000	GLL	114.2	WESAR GLL 3	MAPPT GLL 4.5	5200	6300	VORTAC	Remain within 10 NM
CATEGORY		A	B	C	D			
CIRCLING		5200-1	503 (600-1)	5200-1½ 503 (600-1½)	5260-2 563 (600-2)			
CIRCLING		5120-1 423 (500-1)	5160-1 463 (500-1)	5200-1½ 503 (600-1½)	5260-2 563 (600-2)			

## YELLOWSTONE SIX DEPARTURE



## YELLOWSTONE SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.  
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLOW6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLOW6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLOW6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLOW6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLOW6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLOW6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLOW6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

APP CRS	Rwy Idg	N/A
245°	TDZE	N/A
	Apt Elev	7680

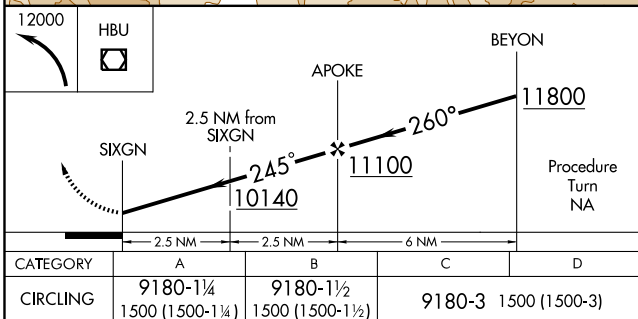
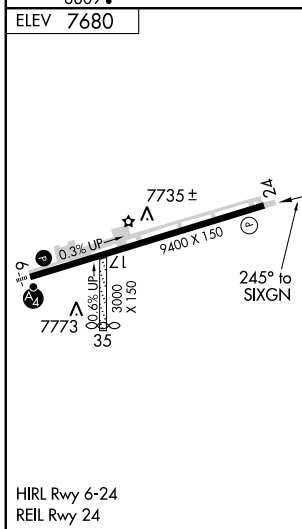
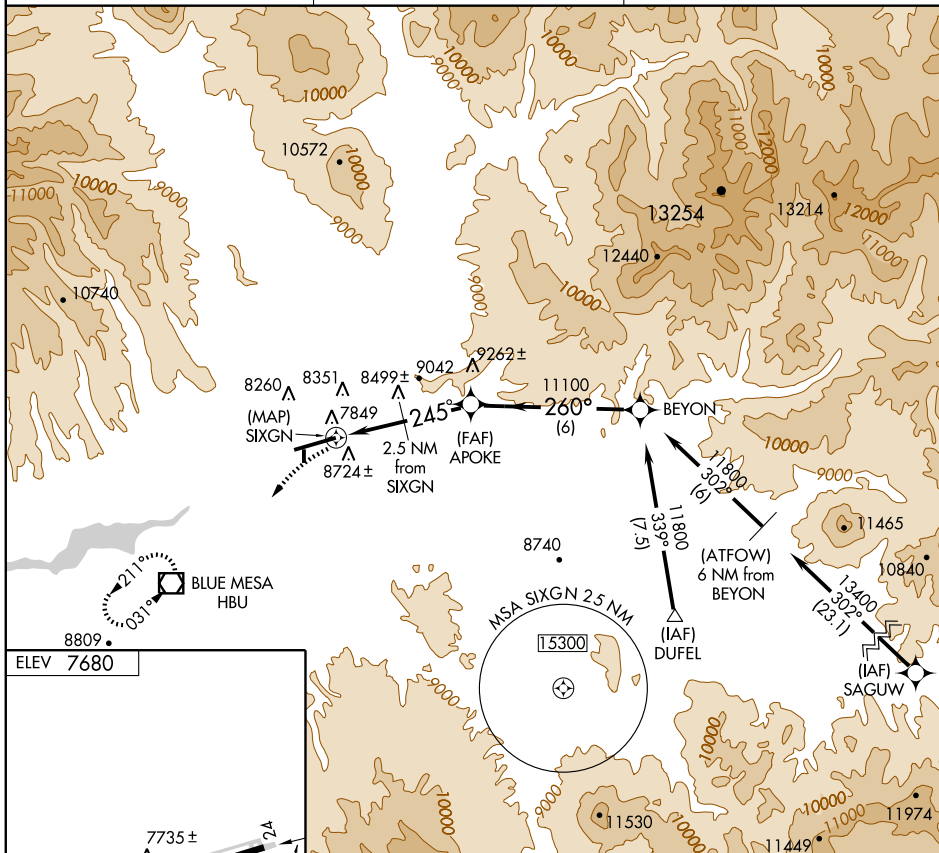
Procedure not authorized when airport closed except by prior arrangement.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 12000 direct HBU VOR/DME and hold.

AWOS-3  
135.075

DENVER CENTER  
125.35 354.05

UNICOM  
122.7 (CTAF) 0



LOC/DME I-GUC  
**110.5**  
Chan **42**

APP CRS  
**062°**

Rwy Idg  
TDZE  
Apt Elev  
**9400**  
**7667**  
**7680**

ILS or LOC RWY 6

GUNNISON-CRESTED BUTTE RGNL (GUC)

⚠

Circling NA at night. Inoperative table does not apply.

⚠

When local altimeter setting not received, procedure NA.

⚠

DME required. Visibility reduction by helicopters NA.

⚠

Procedure NA when airport closed except by prior arrangement.

MALSF

MISSED APPROACH: Climb to 10000 then climbing right turn to 12000 via heading 180° and HBU VOR/DME R-050 to WIDIG/HBU 4 DME continue via HBU VOR/DME R-050 to HBU VOR/DME and hold.

AWOS-3 <b>135.075</b>	DENVER CENTER <b>125.35 354.05</b>	UNICOM <b>122.7 (CTAF) 0</b>
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<div>One Minute Holding Pattern</div> <div><div>12200</div><div>← 242°</div><div>062° →</div><div>11400</div><div>10300</div><div>10000</div><div>12000</div></div> <div><div>GS 3.20°</div><div>TCH 49</div></div> <div><div>2.9 NM</div><div>3.9 NM</div><div>3.7 NM</div><div>1.4 NM</div><div>2.4 NM</div></div>				
CATEGORY	A	B	C	D
S-ILS 6	8590-3 923 (1000-3)			NA
S-LOC 6	9020-3 1353 (1400-3)			
CIRCLING	9260-3 1580 (1600-3)			
	JOREV FIX MINIMUMS			
S-LOC 6	8640-3 973 (1000-3)			
CIRCLING	9260-3 1580 (1600-3)			

ELEV 7680

062° 7.5 NM from FAF

TDZE 7667

0.3% UP

7773

35

9400 X 150

7735 ±

24

HIRL Rwy 6-24

REIL Rwy 24

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SW-1. 22 OCT 2009 to 19 NOV 2009



APP CRS <b>061°</b>	Rwy Idg TDZE Apt Elev	<b>9400</b> <b>7667</b> <b>7680</b>
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# RNAV (RNP) RWY 6

## GUNNISON-CRESTED BUTTE RGNL (GUC)

- V** RF and GPS required. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, procedure NA below -29°C (-20°F) or above 54°C (130°F). When VGSi inoperative, procedure NA at night. Visibility reduction by helicopters NA. Missed approach requires RNP less than 1.0.
- \*\*** Missed approach requires minimum climb of 310 feet per NM to 9000.
- \*\*\*** Missed approach requires minimum climb of 260 feet per NM to 9000.
- \*\*\*** Missed approach requires minimum climb of 230 feet per NM to 9000.
- For inoperative MALSF, increase RNP 0.11\* visibility to 1½, RNP 0.20\*\* to 1¾, RNP 0.26\*\*\* to 2, and RNP 0.30 to 2½.

MALSF

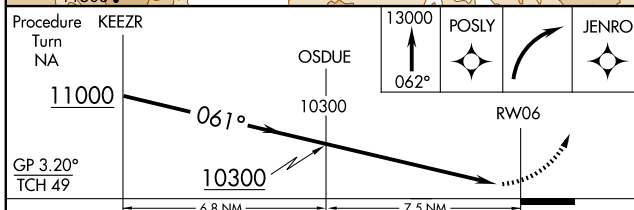
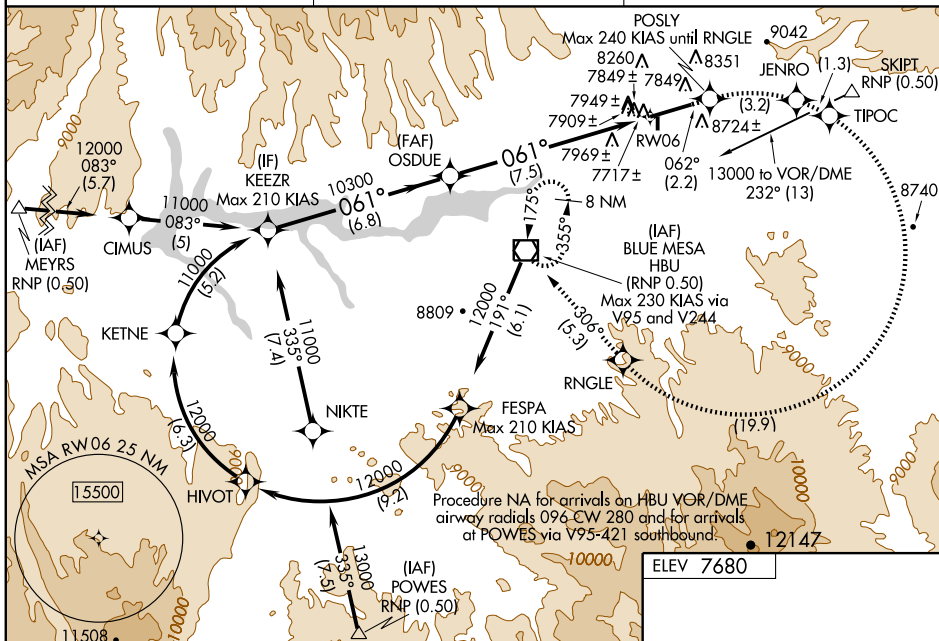


**MISSED APPROACH:** (Do not exceed 240 KIAS until RNGLE) Climb to 13000 via track 062° to POSLY, and via right turn to JENRO, and via right turn to TIPOC, and via right turn to RNGLE, and via track 306° to HBU VOR/DME and hold.

AWOS-3  
**135.075**

DENVER CENTER  
**125.35 354.05**

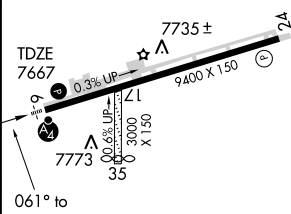
UNICOM  
**122.7 (CTAF) 0**



CATEGORY	A	B	C	D
RNP 0.11 DA *	NA	8125-1¼	458 (500-1¼)	NA
RNP 0.20 DA **	NA	8219-1½	552 (600-1½)	NA
RNP 0.26 DA ***	NA	8294-1¾	627 (700-1¾)	NA
RNP 0.30 DA	NA	8354-2	687 (700-2)	NA

**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**

ELEV 7680



HIRL Rwy 6-24  
REIL Rwy 24

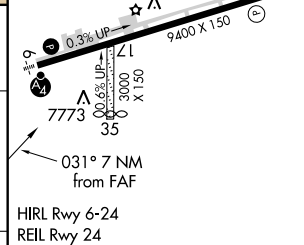
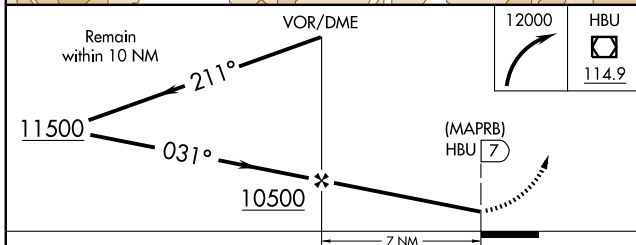
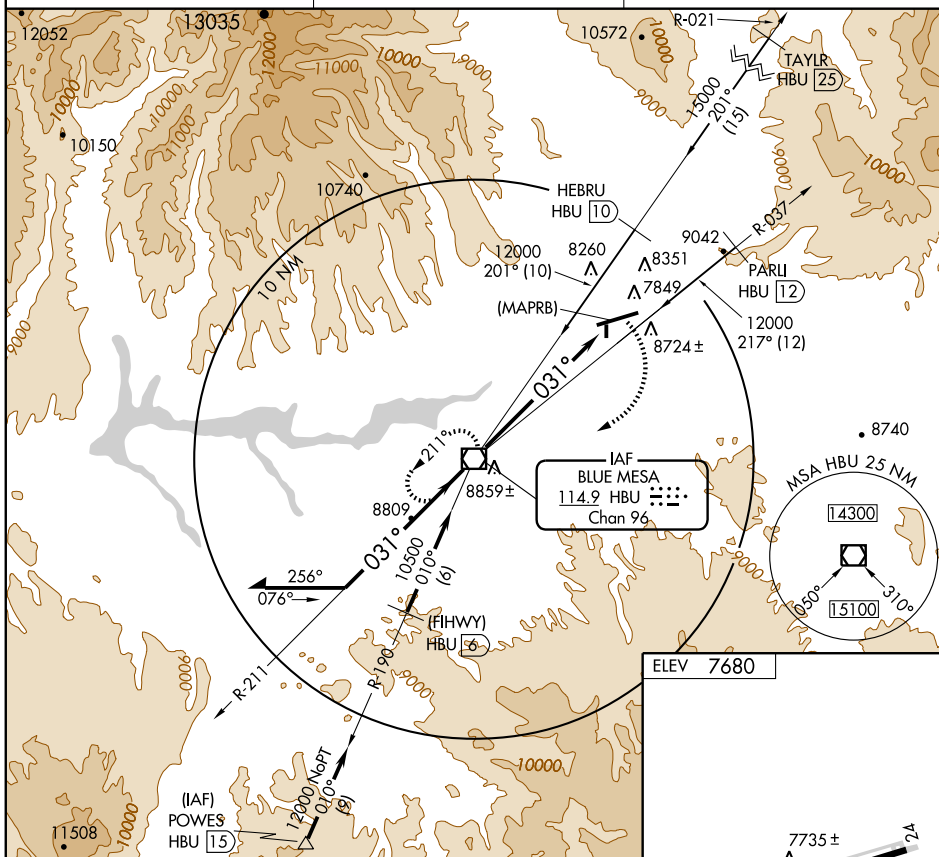
VOR/DME HBU <b>114.9</b> Chan <b>96</b>	APP CRS <b>031°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>7680</b>
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VOR or GPS-A  
GUNNISON-CRESTED BUTTE RGNL (GUC)

**T** Procedure NA when airport closed except by prior arrangement.  
**A** Obtain local altimeter setting on CTAF; when not received, procedure NA.

**MISSED APPROACH:** Climbing right turn to 12000 direct HBU VOR/DME and hold.

AWOS-3  
135.075

DENVER CENTER  
125.35 354.05UNICOM  
122.7 (CTAF) **L**

CATEGORY	A	B	C	D	FAF to MAP 7 NM					
CIRCLING	9260-2	9340-2	9340-3	9900-3	Knots	60	90	120	150	180
	1580 (1600-2)	1660 (1700-2)	1660 (1700-3)	2220 (2300-3)	Min:Sec	7:00	4:40	3:30	2:48	2:20

LOC/DME I-HDN <u>109.9</u> Chan <b>36</b>	APP CRS <b>101°</b>	Rwy Idg <b>9490</b> TDZE <b>6587</b> Apt Elev <b>6602</b>
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ILS or LOC/DME Y RWY 10  
HAYDEN/YAMPA VALLEY (HDN)

T	Inoperative table does not apply.
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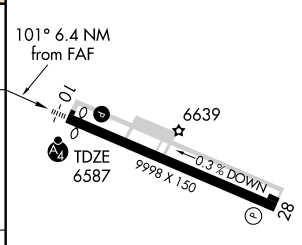
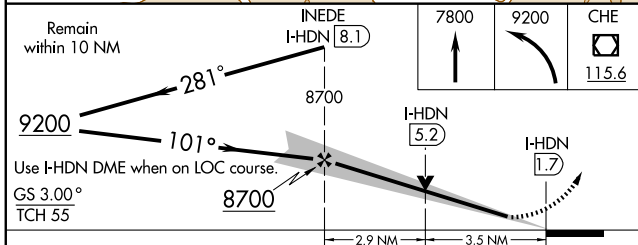
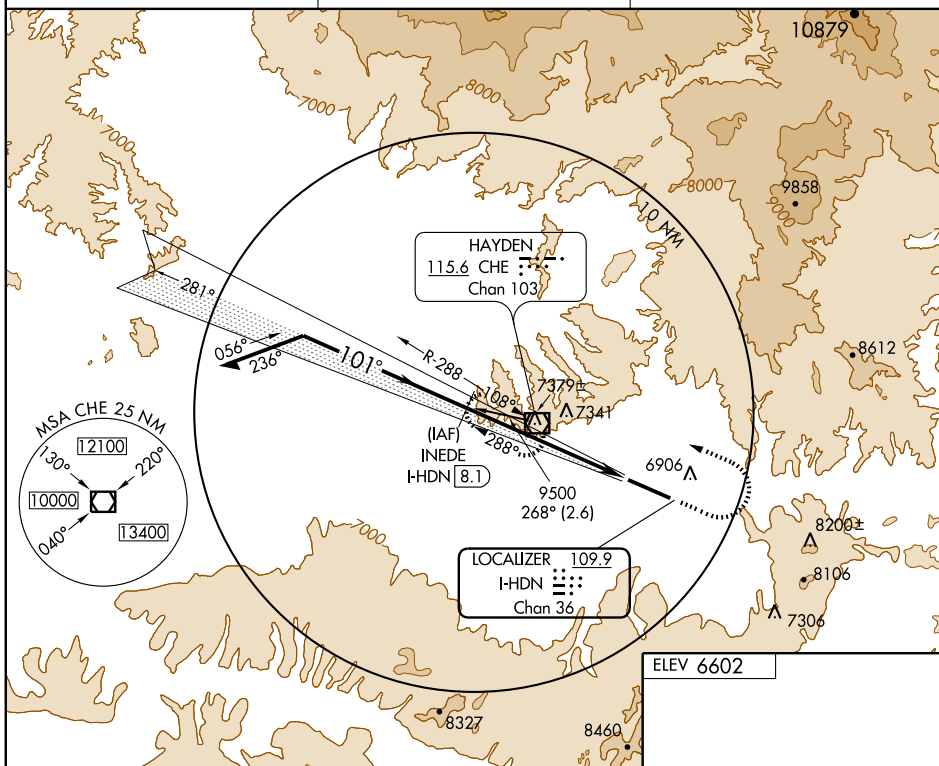
MALSF

**MISSED APPROACH:** Climb to 7800 then climbing left turn to 9200 direct CHE VOR/DME and hold.

AWOS-3  
119,275

DENVER CENTER  
120.475 235.975

UNICOM  
123.0 (CTAF) **L**



CATEGORY	A	B	C	D
S-ILS 10	7047-1½ 460 (500-1½)			
S-LOC 10	7740-1¼ 1153 (1200-1¼)	7740-1½ 1153 (1200-1½)	7740-3	1153 (1200-3)
CIRCLING	7740-1½ 1138 (1200-1½)		7740-3	1138 (1200-3)

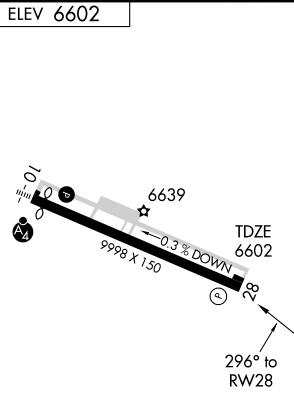
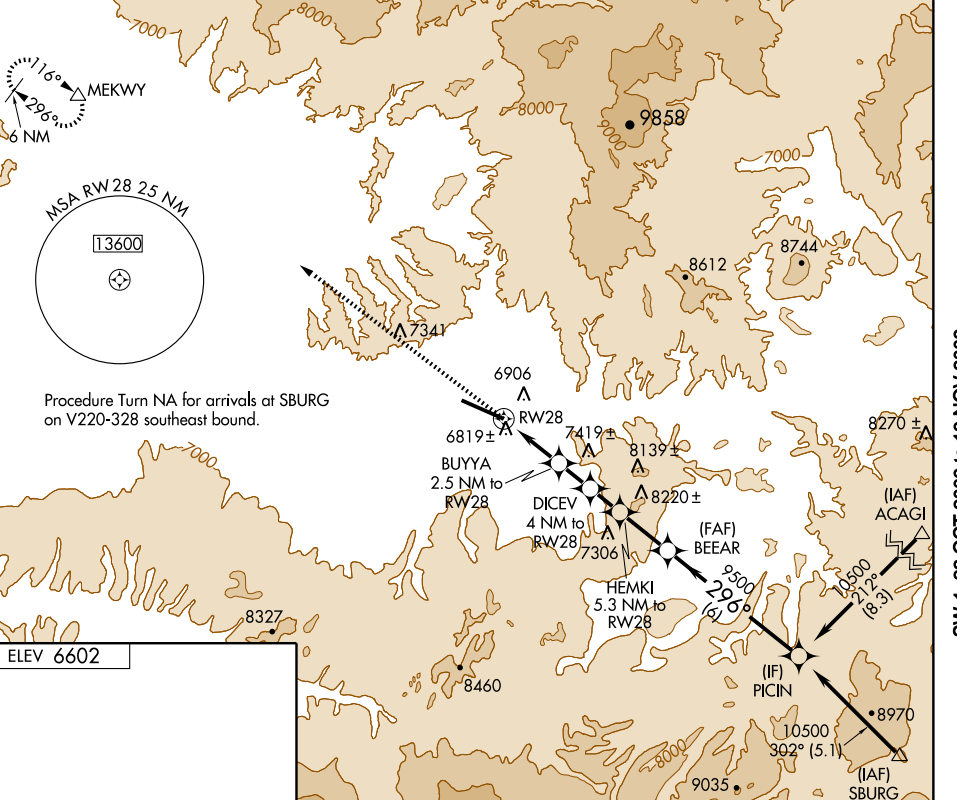
REIL Rwy 28 **L**  
HIRL Rwy 10-28 **L**

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

Straight in minimums NA at night.

MISSED APPROACH: Climb to 10000 direct MEKWY WP and hold.

AWOS-3 119.275	DENVER CENTER 120.475 235.975	UNICOM 123.0 (CTAF) 0
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	10000	MEKWY	HEMKI	BEEAR	PICIN	
		△	5.3 NM to RW28			
		BUYYA	DICEV			
		2.5 NM to RW28	4 NM to RW28			
		7640	8200	9500	10500	
		3.67° TCH 55		296°		Procedure Turn NA
		2.5 NM	1.4 NM	1.4 NM	2.2 NM	6 NM
CATEGORY	A	B	C	D		
LNAV MDA	7140-1	538 (600-1)	7140-1½ 538 (600-1½)	7220-1¾ 618 (700-1¾)	7320-2¼ 718 (800-2¼)	NA
CIRCLING	7220-1	618 (700-1)				

REIL Rwy 28 0

HIRL Rwy 10-28 0

SW-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH <b>53410</b> <b>W10A</b>	APP CRS <b>101°</b>	Rwy Idg <b>9490</b> TDZE <b>6587</b> Apt Elev <b>6602</b>
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## RNAV (GPS) Y RWY 10

HAYDEN/ YAMPA VALLEY (HDN)

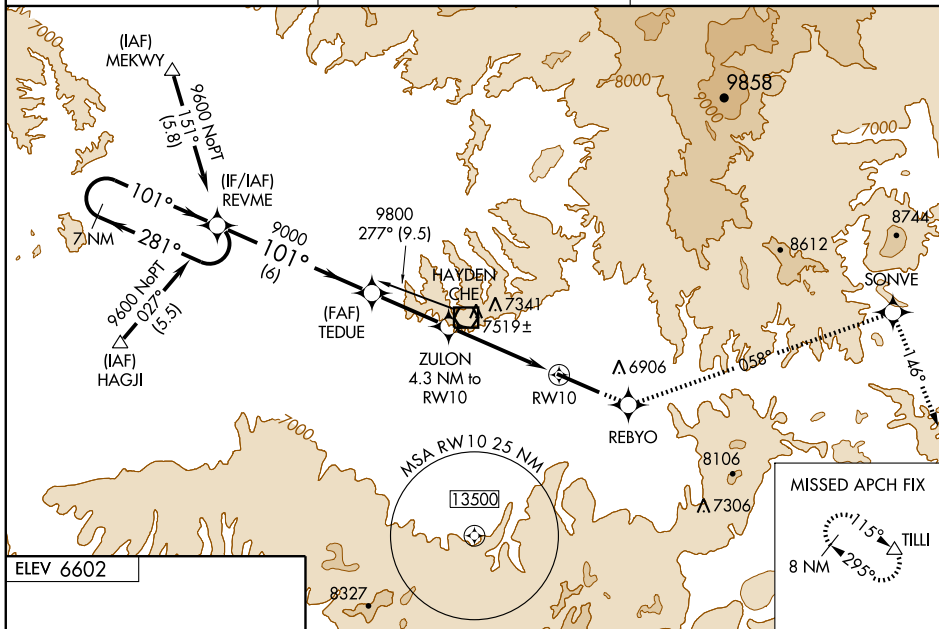
**▼** Inoperative table does not apply. DME/DME RNP-0.3 NA.  
**▲** Baro-VNAV NA when using Craig-Moffat altimeter setting.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
 -28°C (-18°F) or above 36°C (96°F).  
 Visibility reduction by helicopters NA.  
 When local altimeter setting not received, use Craig-Moffat altimeter setting  
 and increase all DA/MDA 100 feet, and LPV all Cats visibility ½ mile.  
 VDP NA when using Craig-Moffat altimeter setting.

MALSF

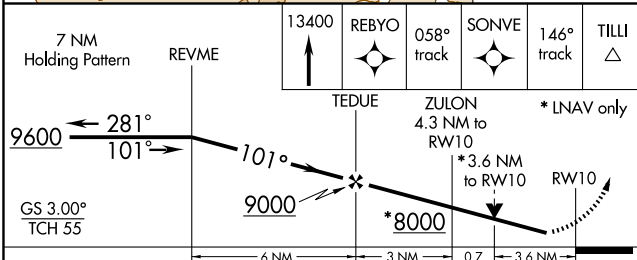
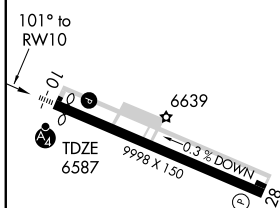


**MISSED APPROACH:** Climb to 13400 direct REBYO and via 058° track to SONVE and via 146° track to TILL and hold, continue climb-in-hold to 13400.

AWOS-3 <b>119.275</b>	DENVER CENTER <b>120.475 235.975</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 6602



CATEGORY	A	B	C	D
LPV DA	7042-1½ 455 (500-1½)			
LNAV/VNAV DA	8356-7 1769 (1800-7)			
LNAV MDA	7780-1¼ 1193 (1200-1¼)	7780-1½ 1193 (1200-1½)	7780-3 1193 (1200-3)	
CIRCLING	7780-1¼ 1178 (1200-1¼)	7780-1½ 1178 (1200-1½)	7780-3 1178 (1200-3)	

REIL Rwy 28 **L**  
HIRL Rwy 10-28 **L**

SW-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	<b>9490</b>
<b>101°</b>	TDZE	<b>6587</b>
	Apt Elev	<b>6602</b>

**RNAV (RNP) Z RWY 10**

HAYDEN/ YAMPA VALLEY (HDN)

**GPS required.** Inoperative table does not apply.  
 For uncompensated Baro-VNAV systems, procedure NA below -26°C (-15°F) or above 54°C (130°F).  
 \*Missed approach requires minimum climb of 315 feet per NM to 9200.

MALSF

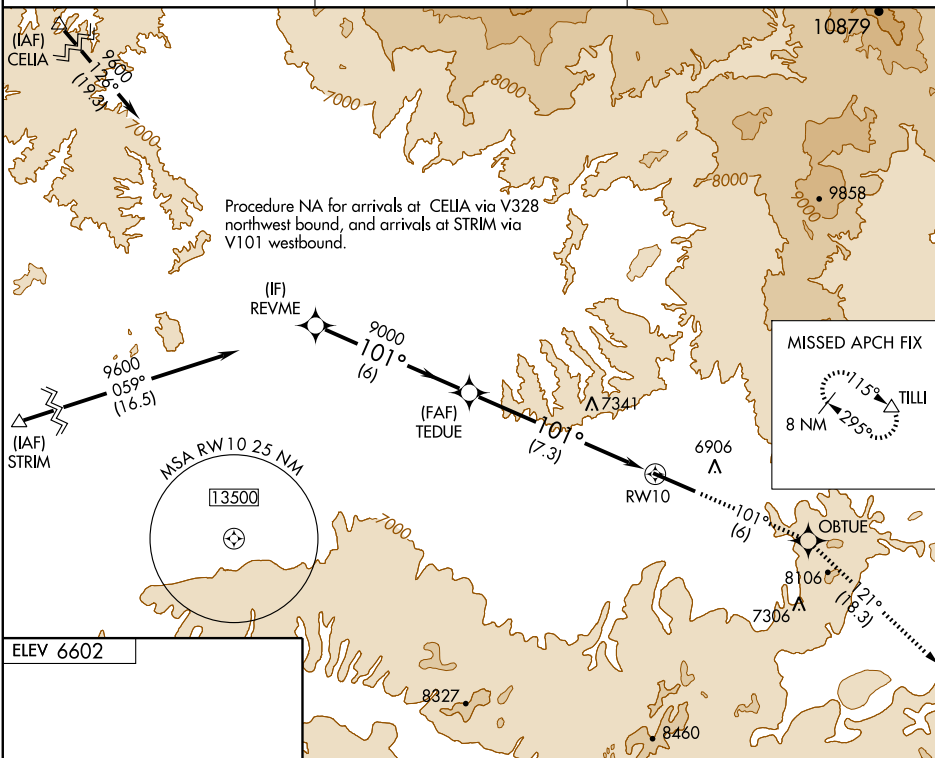


**MISSED APPROACH:** Climb to 13400 via 101° track to OBTUE and via 121° track to TILLI and hold, continue climb-in-hold to 13400.

AWOS-3  
**119.275**

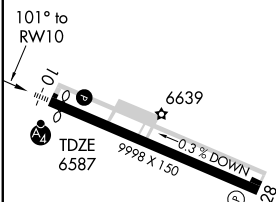
DENVER CENTER  
**120.475 235.975**

UNICOM  
**123.0 (CTAF) 0**



SW-1, 22 OCT 2009 to 19 NOV 2009

ELEV 6602



	REME		TEDUE		13400	OBTUE	121° track	TILLI
	9600		9000		101°			
	Procedure Turn NA							
	GP 3.00° TCH 55							
	6 NM		7.3 NM					
CATEGORY	A	B	C	D				
RNP 0.30 DA*	6909-1	322 (400-1)		NA				
RNP 0.30 DA	7375-2 3/4	788 (800-2 3/4)		NA				

**SPECIAL AIRCRAFT & AIRCREW  
 AUTHORIZATION REQUIRED**

REIL Rwy 28 0  
 HIRL Rwy 10-28 0

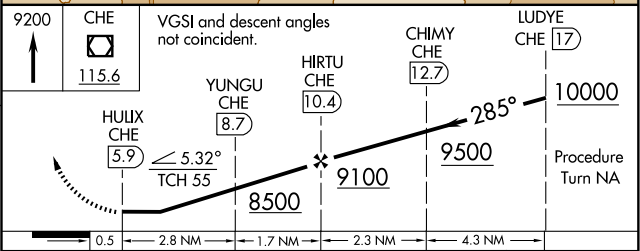
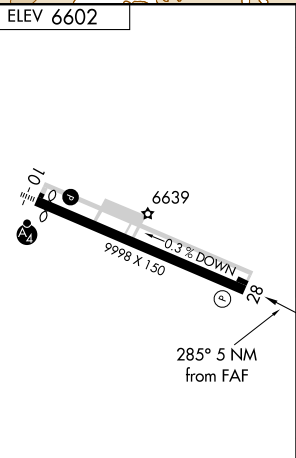
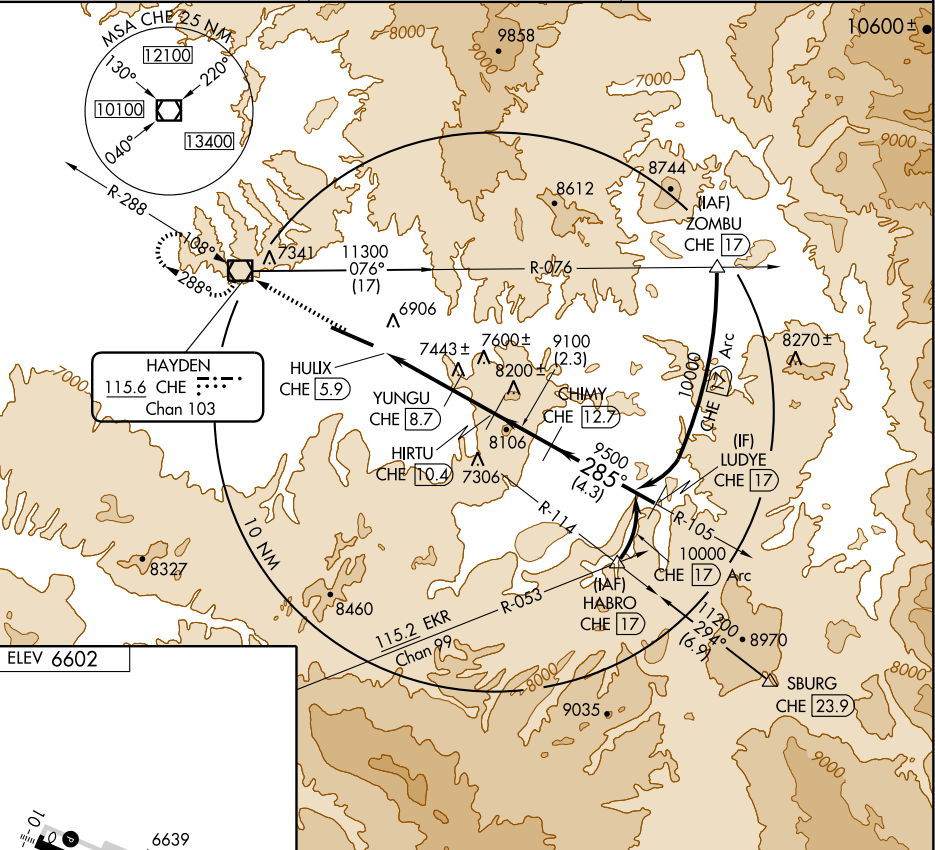
VOR/DME CHE <b>115.6</b> Chan <b>103</b>	APP CRS <b>285°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>6602</b>
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VOR/DME-B  
HAYDEN/ YAMPA VALLEY (HDN)

**⚠** If local altimeter setting not received, use Craig-Moffat altimeter setting and increase all MDAs 100 feet.  
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 9200 direct CHE VOR/DME and hold.

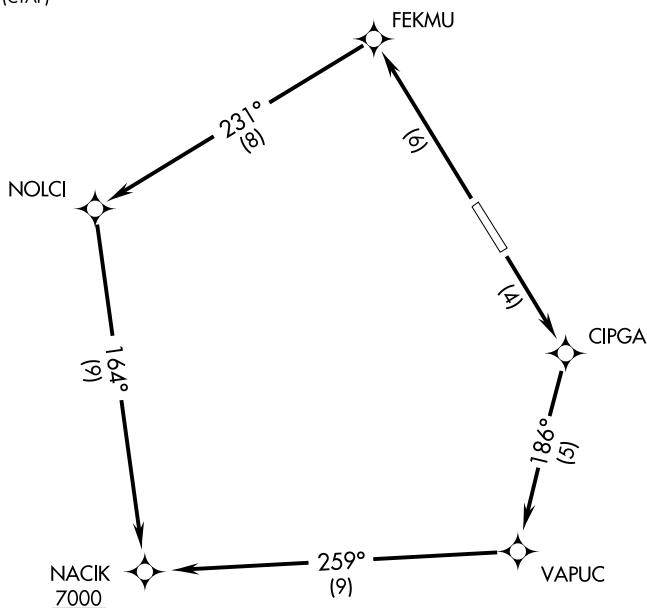
AWOS-3 <b>119.275</b>	DENVER CENTER <b>120.475 235.975</b>	UNICOM <b>123.0 (CTAF) 0</b>
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REIL Rwy 28 0 HIRL Rwy 10-28 0	CATEGORY A 7900-1¼ 1298 (1300-1¼)	B 7900-1½ 1298 (1300-1½)	C 7900-3 1298 (1300-3)	D 1298 (1300-3)
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## HOLYOKE TWO DEPARTURE (RNAV)

AWOS-3 119.275  
DENVER CENTER  
118.475 225.4  
UNICOM 122.7 (CTAF)

TAKE-OFF MINIMUMS

Rwy 14, 32: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 14: Trees 2012' from DER, 29' left of centerline, 100' AGL/3829' MSL.

Rwy 32: Trees 1009' from DER, 697' left of centerline, 100' AGL/3839' MSL.

NOTE: 1. GPS Required.  
2. RNAV 1

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climb direct CIPGA, then via depicted route to cross NACIK at or above 7000.

TAKE-OFF RUNWAY 32: Climb direct FEKMU, then via depicted route to cross NACIK at or above 7000.



APP CRS	Rwy Idg	5000
141°	TDZE	3730
	Apt Elev	3730

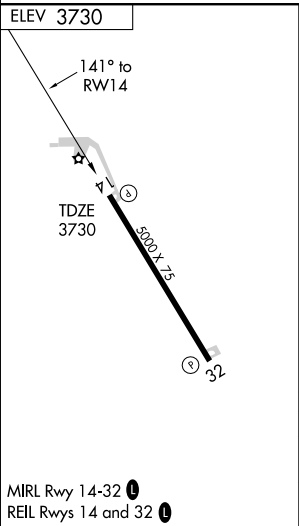
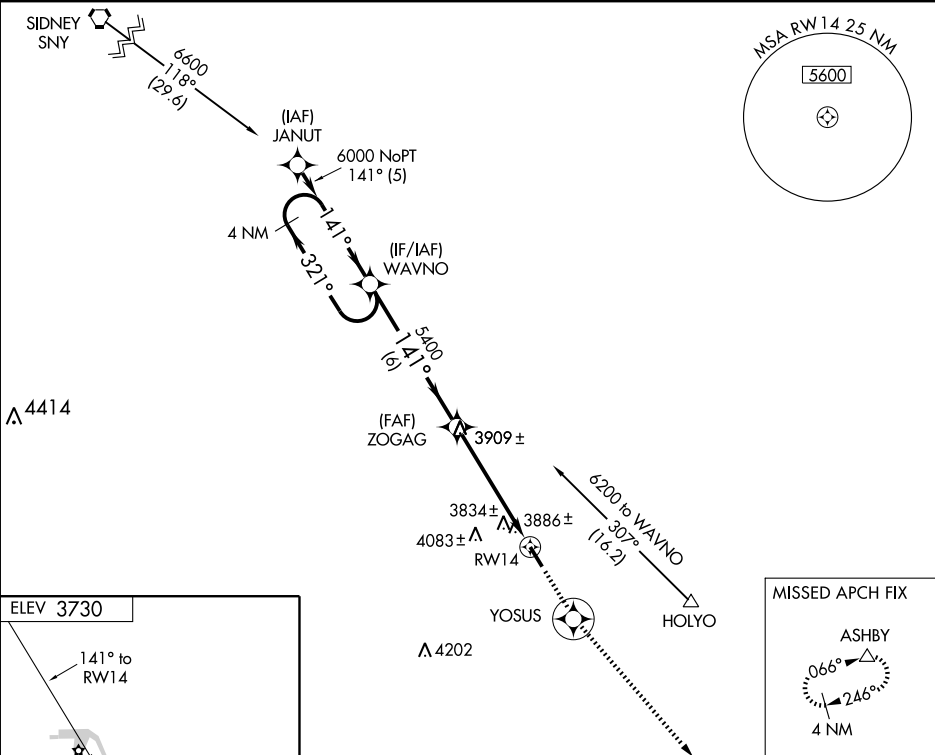
# RNAV (GPS) RWY 14

HOLYOKE (HEQ)

**NA** DME/DME RNP-0.3 NA.  
When local altimeter setting not received, use Sidney Muni/  
Lloyd W. Carr Field altimeter setting and increase all MDAs 200 feet  
and increase LNAV Cat C/D visibility ½ mile, Circling Cat C  
visibility ½ mile and Circling Cat D visibility ¾ mile.  
VDP NA when using Sidney Muni/Lloyd W. Carr Field altimeter setting.

MISSED APPROACH: Climb to 6500 direct  
YOSUS and via 131° track to ASHBY and hold.

AWOS-3 119.275	DENVER CENTER 118.475 225.4	UNICOM 122.7 (CTAF) <b>1</b>
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4 NM Holding Pattern				6500	YOSUS	131° track	ASHBY
WAVNO				ZOGAG	1.2 NM to RWY14		
6000 ← 321°				5400	3.04° TCH 40		
141° →							
6 NM				3.8 NM	1.2		
CATEGORY	A	B	C	D			
LNAV MDA	4160-1	430 (500-1)	4160-1¼ 430 (500-1¼)	4160-1½ 430 (500-1½)			
CIRCLING	4200-1 470 (500-1)	4240-1 510 (600-1)	4240-1½ 510 (600-1½)	4400-2 670 (700-2)			

APP CRS	Rwy Idg	5000
321°	TDZE	3727
	Apt Elev	3730

# RNAV (GPS) RWY 32

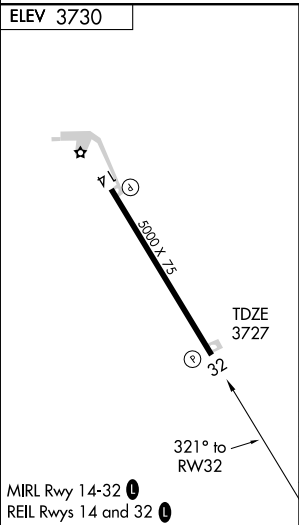
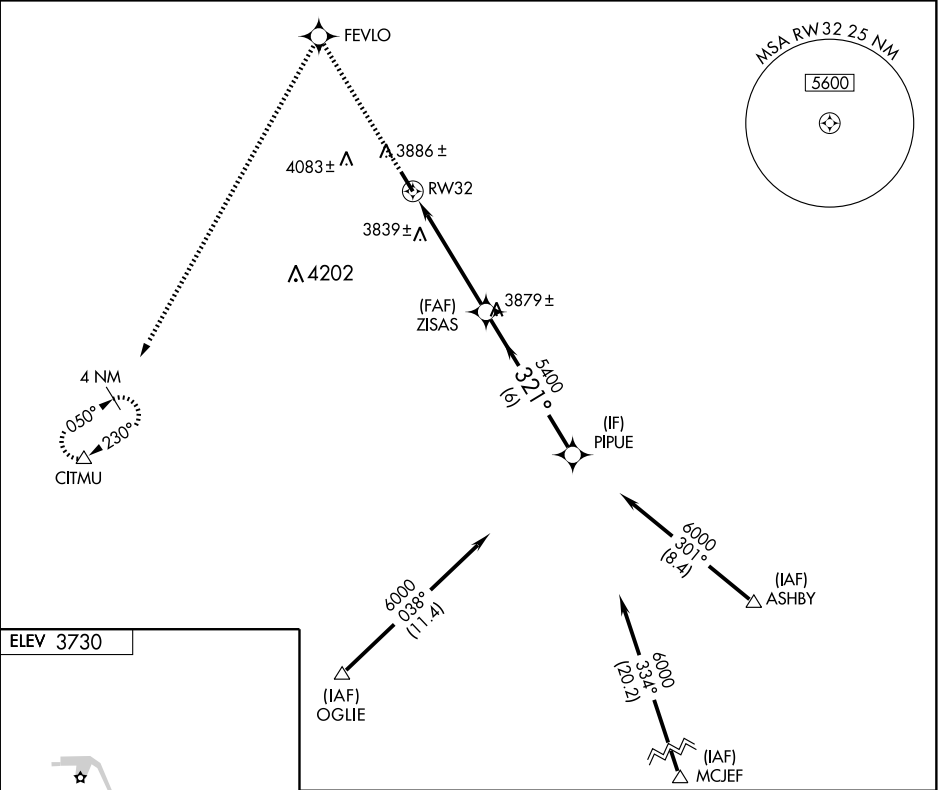
HOLYOKE (HEQ)

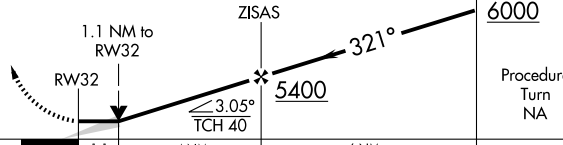
**NA**

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sidney Muni / Lloyd W. Carr Field altimeter setting and increase all MDAs 200 feet and increase LNAV Cat. C/D visibility ½ mile, Circling Cat. B/C visibility ¼ mile and Circling Cat. D visibility ¾ mile. VDP NA when using Sidney Muni / Lloyd W. Carr Field altimeter setting.

**MISSED APPROACH:**  
Climb to 6500 direct FEVLO and left turn via 201° track to CITMU and hold.

AWOS-3 119.275	DENVER CENTER 118.475 225.4	UNICOM 122.7 (CTAF) 0
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6500 ↑	FEVLO ✧	201° track ↷	CITMU △	PIPUE
				
CATEGORY	A			D
LNAV MDA	4100-1 373 (400-1)			4100-1¼ 373 (400-1¼)
CIRCLING	4200-1 470 (500-1)	4240-1 510 (600-1)	4240-1½ 510 (600-1½)	4400-2 670 (700-2)

APP CRS	Rwy Idg	5540
272°	TDZE	7400
	Apt Elev	7411

# GPS RWY 27

KREMMLING/MC ELROY AIRFIELD (20V)



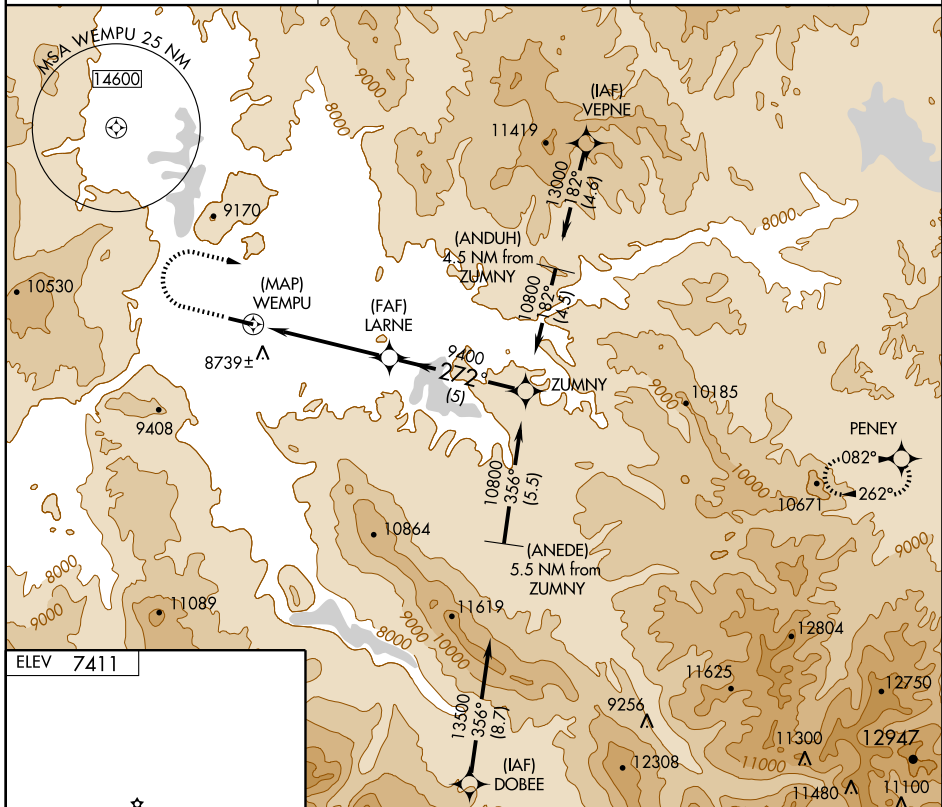
Obtain local altimeter setting on UNICOM 122.8;  
when not available, procedure not authorized.



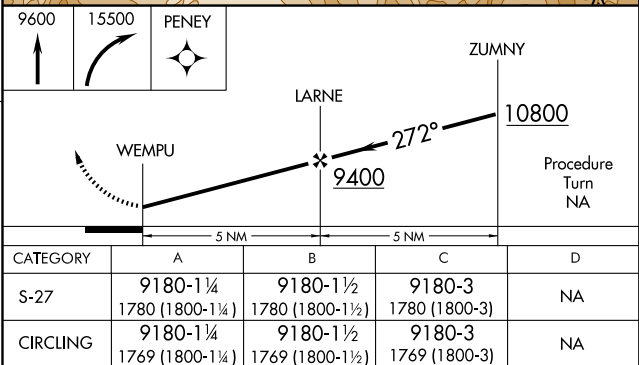
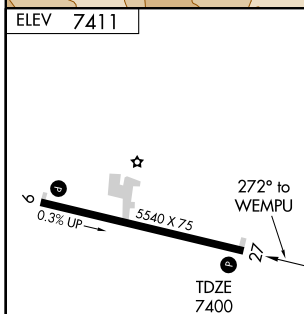
**ANA**

**MISSED APPROACH:** Climb to 9600 then climbing right turn to 15500 direct PENEY WP and hold.

AWOS-3  
118.425

DENVER CENTER  
128.65 282.2UNICOM  
122.8 (CTAF) **L**

SW-1 22 OCT 2009 to 19 NOV 2009

REIL Rwy 9 and 27 **L**MIRL Rwy 9-27 **L**

VOR/DME RLG <b>113.8</b> Chan <b>85</b>	APP CRS <b>034°</b>	Rwy Idg <b>N/A</b> TDZE <b>N/A</b> Apt Elev <b>7411</b>
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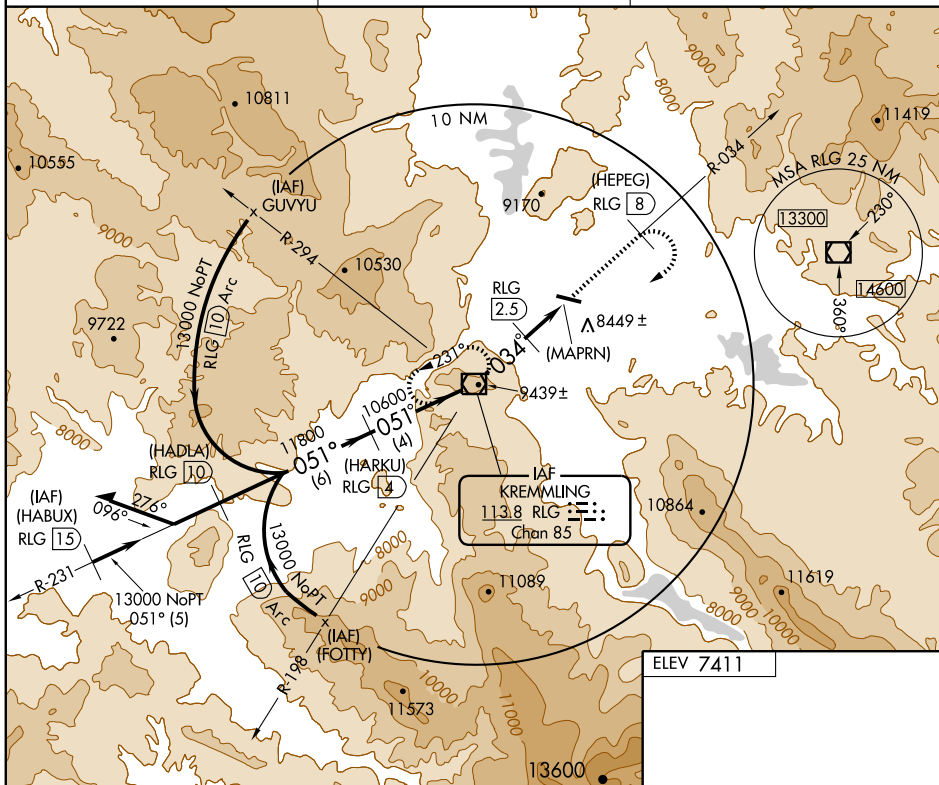
VOR/DME or GPS-A

KREMMLING/MC ELROY AIRFIELD (20V)

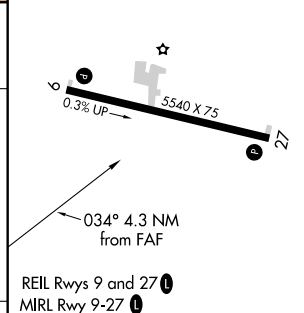
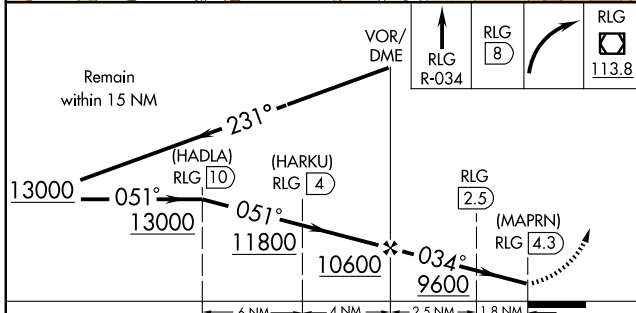
<b>T</b>	Obtain local altimeter setting on CTAF; when not
<b>A</b> NA	received procedure not authorized.

**MISSED APPROACH:** Climb to 8 DME via RLG R-034, then climbing right turn direct RLG VOR/DME. Continue climb to 13000 in holding pattern.

AWOS-3  
118.425

DENVER CENTER  
128.65 282.2UNICOM  
122.8 (CTAF) **L**

SW-1. 22 OCT 2009 to 19 NOV 2009



CATEGORY	A	B	C	D						
CIRCLING	9040-1¼ 1629 (1700-1¼)	9180-1½ 1769 (1800-1½)	9180-3 1769 (1800-3)	NA	Knots	60	90	120	150	180
					Min:Sec					



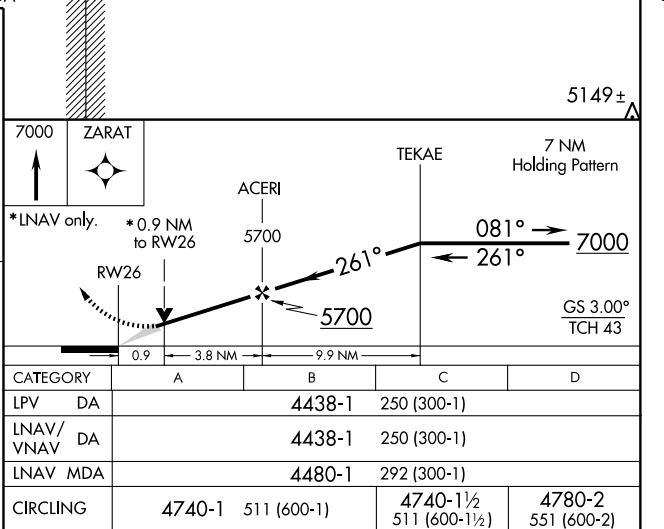
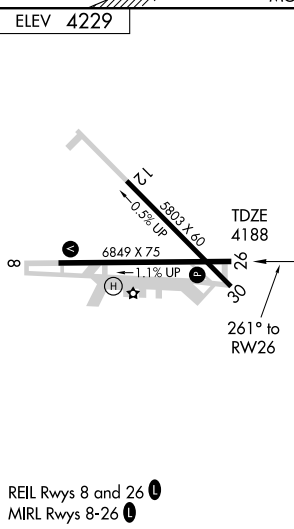
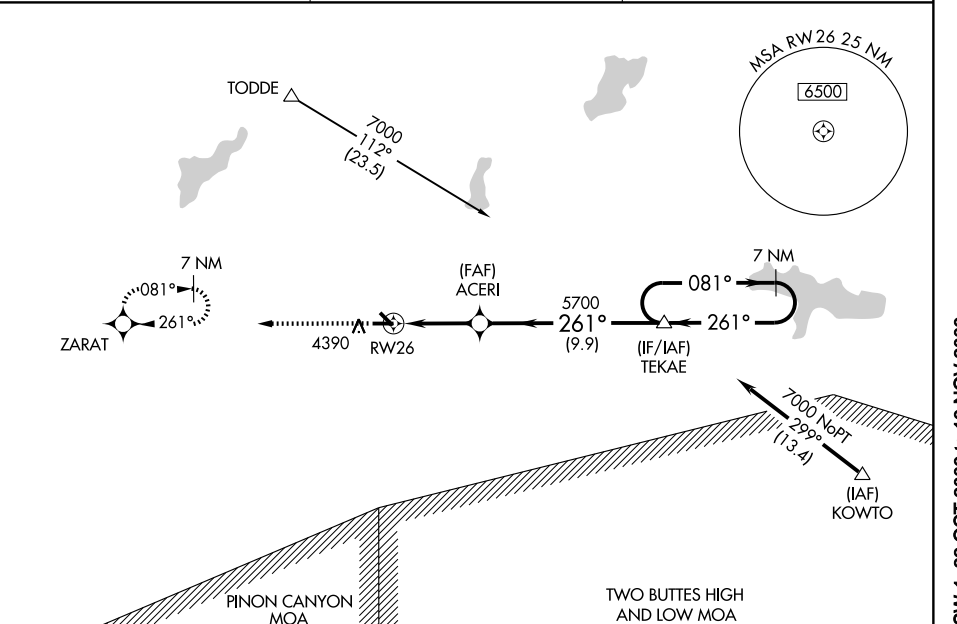
▼

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Lamar altimeter setting. When local altimeter setting not received, use Lamar altimeter setting and increase all DA/MDA 180 feet and increase all visibility ¾ mile.

MISSED APPROACH: Climb to 7000 direct ZARAT and hold.

ASOS 135.525	DENVER CENTER 128.375 379.95	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	4438-1	250 (300-1)		
LNAV/VNAV DA	4438-1	250 (300-1)		
LNAV MDA	4480-1	292 (300-1)		
CIRCLING	4740-1 511 (600-1)	4740-1½ 511 (600-1½)	4780-2 551 (600-2)	

REIL Rwy 8 and 26 0  
MIRL Rwy 8-26 0

SW-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	<b>5001</b>
<b>079°</b>	TDZE	<b>3685</b>
	Apt Elev	<b>3706</b>

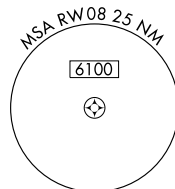
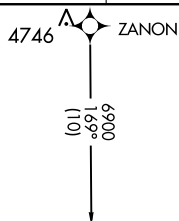
RNAV (GPS) RWY 8  
LAMAR MUNI (LAA)

<b>T</b>	Circling NA at night to Rwy 8, 26 and 36.
<b>A</b> NA	Straight-in NA at night to Rwy 8.
	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

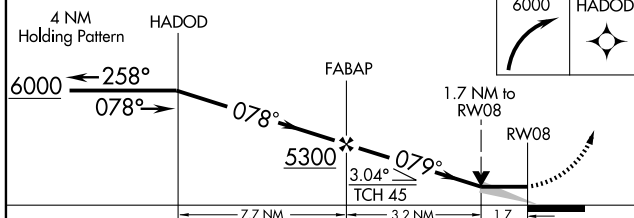
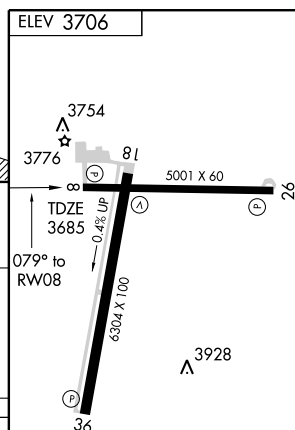
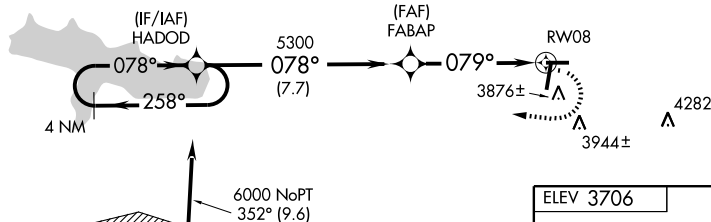
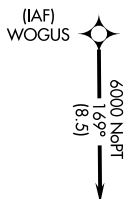
**MISSED APPROACH:** Climbing right turn to 6000 direct HADOD WP and hold.

ASOS  
**135,625**

DENVER CENTER  
**133,4 377,175**

UNICOM  
122.8 (CTAF) **L**

Procedure NA for arrival at ZANON WP on V263 westbound.



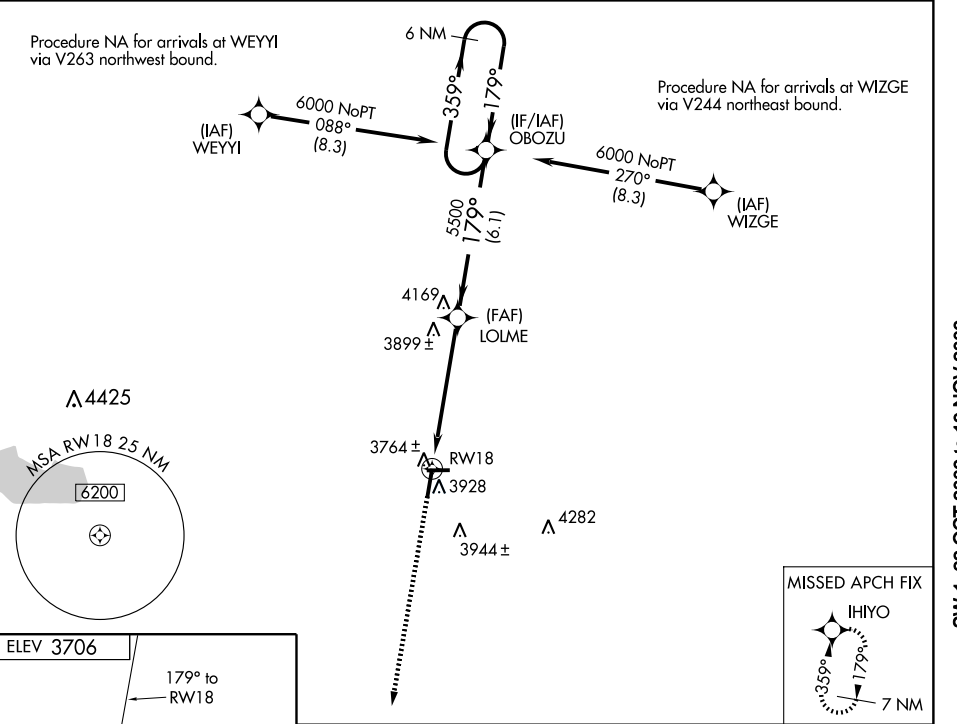
CATEGORY	A	B	C	D
LNAV MDA	4280-1	595 (600-1)	4280-1½ 595 (600-1½)	4280-1¾ 595 (600-1¾)
CIRCLING	4420-1	714 (800-1)	4420-2 714 (800-2)	4420-2½ 714 (800-2½)

REIL Rwy 18 and 36  
MIRL Rwy 8-26 and 18-36

**⚠** Circling to Rwy 8, 26 and 36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using La Junta altimeter setting. When local altimeter setting not received, use La Junta altimeter setting and increase all DA 163 feet and all MDA 180 feet, increase LPV, LNAV/VNAV visibility all Cats ½ mile; increase LNAV visibility Cat C/D ½ mile, increase Circling visibility Cat B ¼ mile, Cat C ¾ mile Cat D ½ mile.

MISSED APPROACH: Climb to 6200 direct IHIYO and hold.

ASOS 135.625	DENVER CENTER 133.4 377.175	UNICOM 122.8 (CTAF) <b>0</b>
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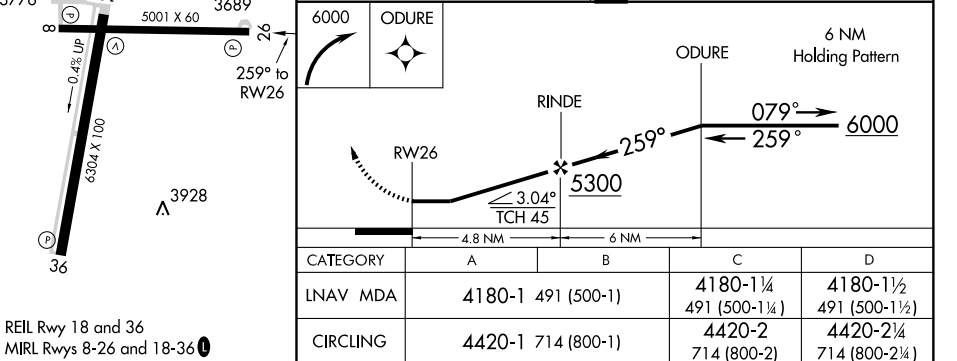
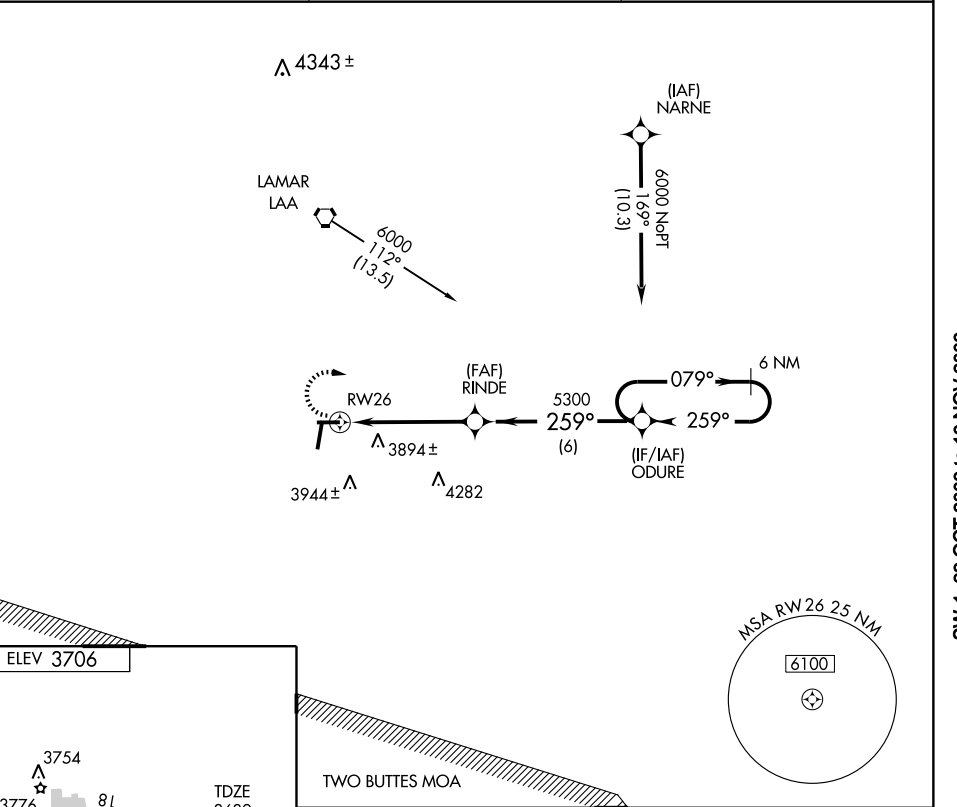
▼

▲

Circleling NA at night to Rwy 26, 8, and 36.  
Straight in NA at night to Rwy 26.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 6000 direct ODURE WP and hold.

ASOS 135.625	DENVER CENTER 133.4 377.175	UNICOM 122.8 (CTAF) 1
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▼

DME/DME RNP-0.3 NA.

▲

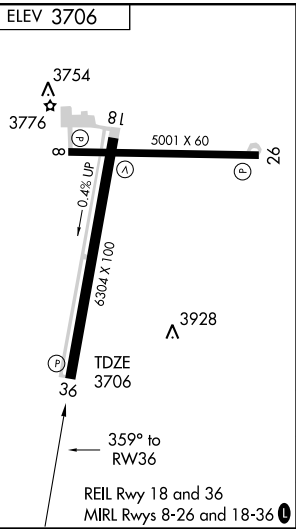
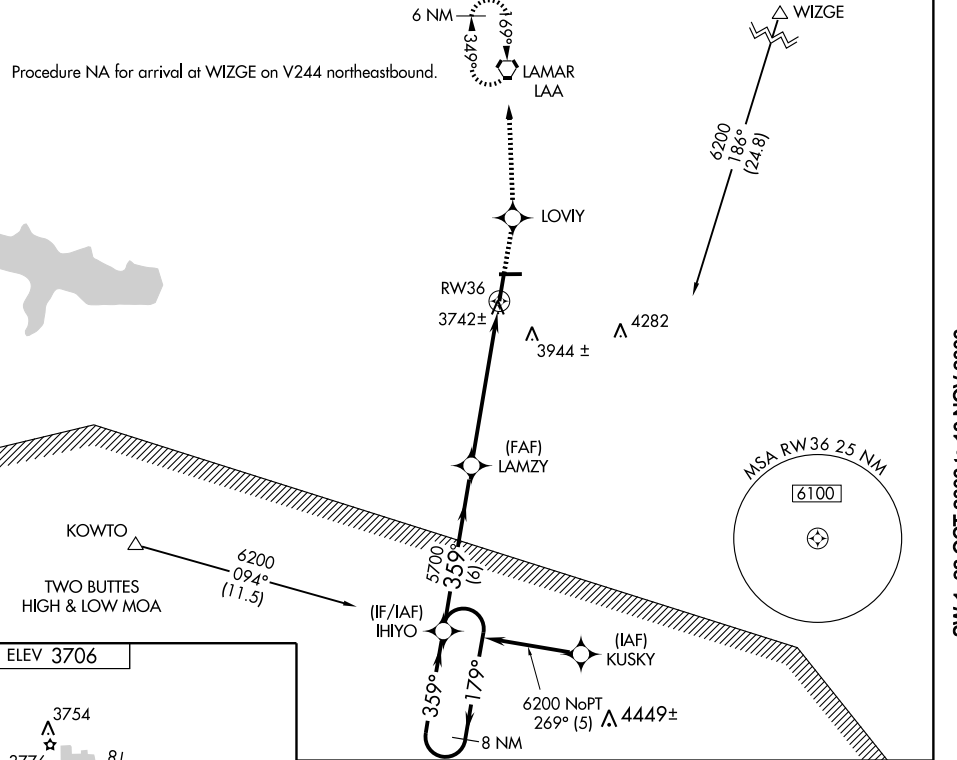
Baro-VNAV NA below -22°C (-7°F).

Straight-in minimums NA at night.

Circling to Rwy 36, 8, and 26 NA at night.

MISSED APPROACH: Climb to 6000 direct LOVIY then left turn via 347° track to LAA VORTAC and hold.

ASOS <b>135.625</b>	DENVER CENTER <b>133.4 377.175</b>	UNICOM <b>122.8 (CTAF) 1</b>
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8 NM Holding Pattern IHIYO			
<div><div>6000</div><div>LOVIY</div><div>LAA</div><div>VGSI and RNAV glidepath not coincident.</div></div>			
GS 3.00° TCH 50			
CATEGORY	A	B	C
LPV DA	3956-1 250 (300-1)		
LNAB/VNAV DA	4250-2 544 (600-2)		
LNAB MDA	4380-1 674 (700-1)	4380-2 674 (700-2)	4380-2 674 (700-2 1/4)
CIRCLING	4420-2 714 (800-2)		

VORTAC LAA	APP CRS	Rwy Idg	<b>6304</b>
<b>116.9</b>	<b>350°</b>	TDZE	<b>3704</b>
Chan <b>116</b>		Apt Elev	<b>3704</b>

VOR/DME RWY 36  
LAMAR MUNI (LAA)

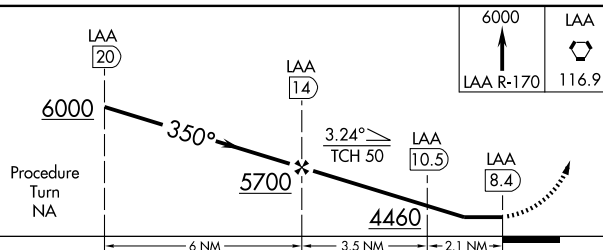
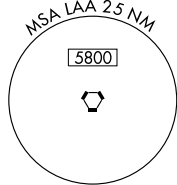
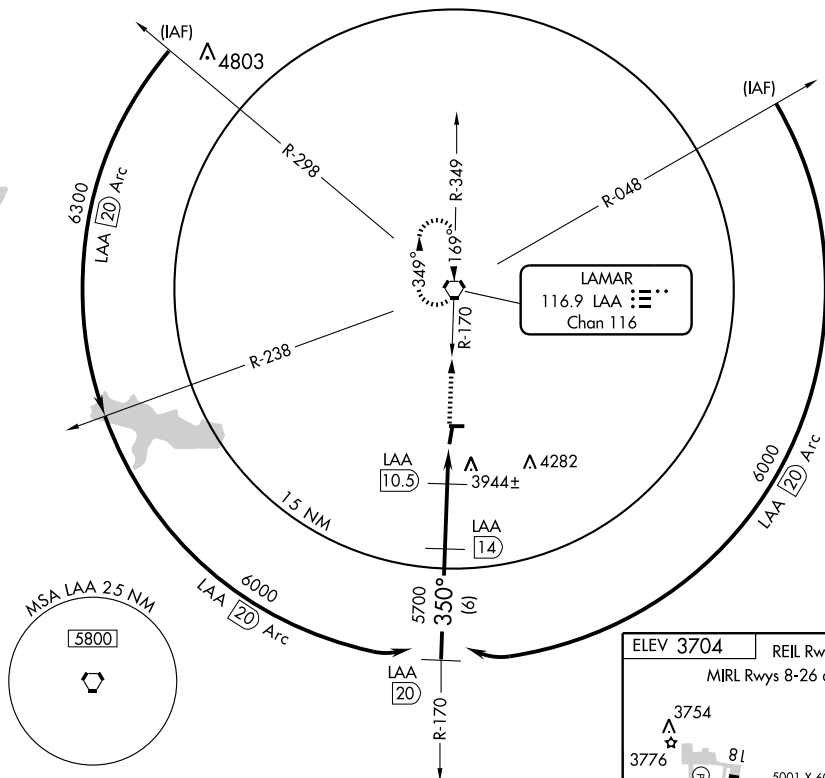
Lamar Muni (LAA)

**MISSED APPROACH:** Climb to 6000 via LAA R-170 to LAA VORTAC and hold.

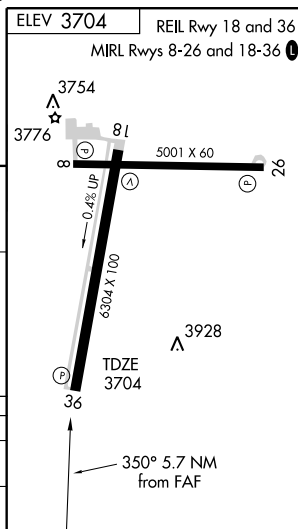
ASOS  
135.625

DENVER CENTER  
133.4 377.175

UNICOM  
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-36	4200-1 496 (500-1)		4200-1¼ 496 (500-1¼)	4200-1½ 496 (500-1½)
CIRCLING	4200-1 496 (500-1)	4220-1 516 (600-1)	4240-1½ 536 (600-1½)	4260-2 556 (600-2)

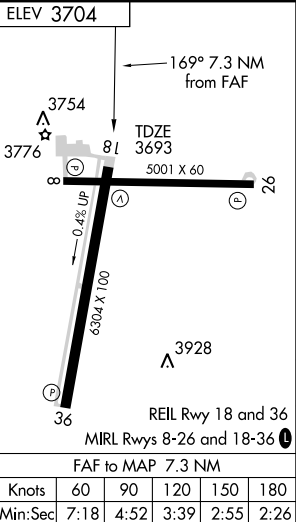
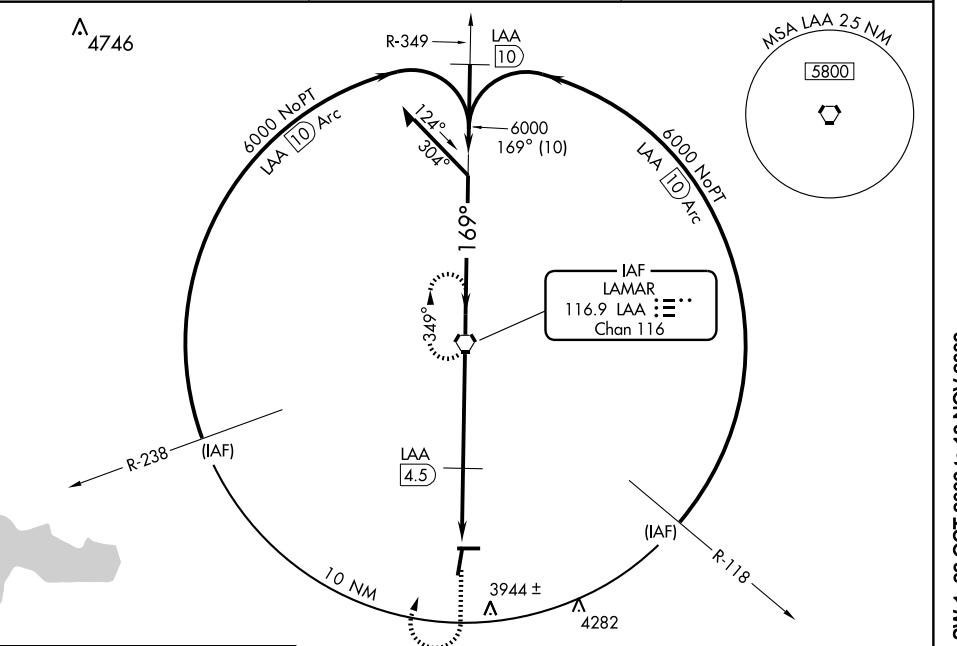





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▲

MISSED APPROACH: Climb to 4200, then climbing right turn to 6000 direct LAA VORTAC and hold.

ASOS 135.625	DENVER CENTER 133.4 377.175	UNICOM 122.8 (CTAF) 0
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4200 ↑		6000 ↗		LAA 116.9 		VORTAC Remain within 10 NM	
LAA 7.3 		LAA 4.5 		4540 ≤ 2.93° TCH 41		6000 349° 169° 6000	
2.8 NM		4.5 NM					
CATEGORY	A		B		C		D
S-18	4540-1 847 (900-1)		4540-1¼ 847 (900-1¼)		4540-2½ 847 (900-2½)		4540-2¾ 847 (900-2¾)
CIRCLING	4540-1 836 (900-1)		4540-1¼ 836 (900-1¼)		4540-2½ 836 (900-2½)		4540-2¾ 836 (900-2¾)
DME MINIMA							
S-18	4040-1 347 (400-1)						4040-1¼ 347 (400-1¼)
CIRCLING	4200-1 496 (500-1)		4220-1 516 (600-1)		4240-1½ 536 (600-1½)		4260-2 556 (600-2)

# DAVVY ONE DEPARTURE (RNAV) (OBSTACLE)

DENVER CENTER  
119.85 363.15

DAVVY



343°  
(17)

OLOWI

(3)

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

## TAKE-OFF MINIMUMS

Rwy 34: Standard with minimum climb of 364' per NM to 13500.

Rwy 16: NA, ATC.

## TAKE-OFF OBSTACLE NOTES

Multiple trees beginning 71' from DER, 378' right of centerline, up to 100' AGL/10042' MSL.

Tree 37' from DER, 140' left of centerline, 100' AGL/10019 MSL.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

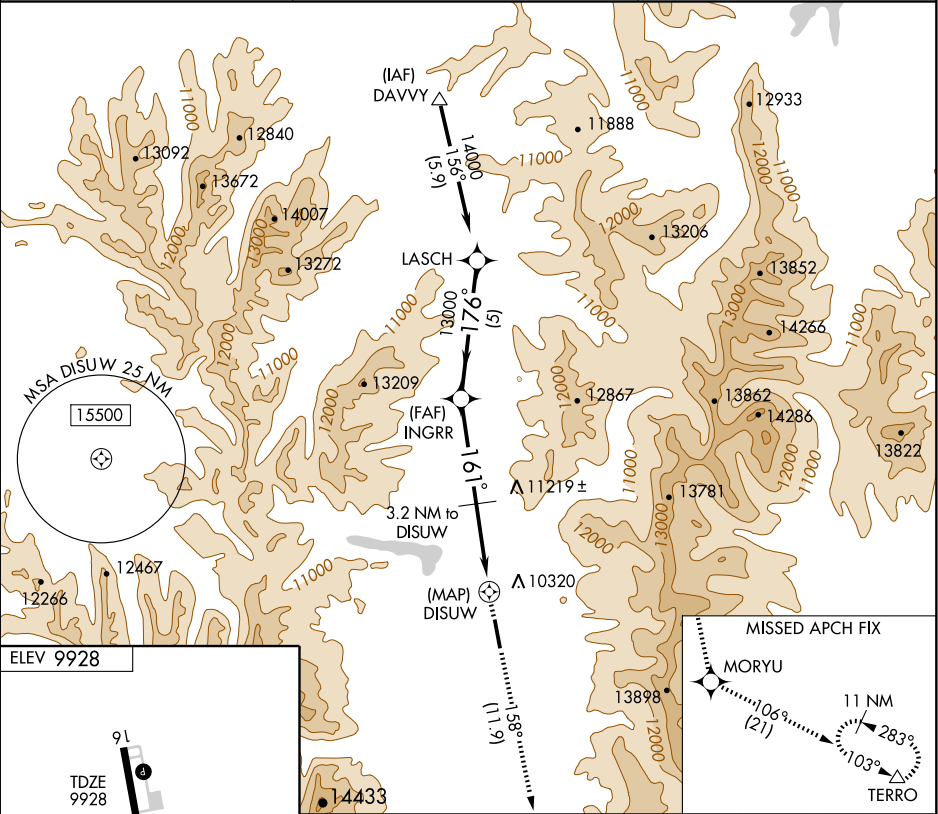
**TAKE-OFF RUNWAY 34:** Climb to 16000 direct OLOWI and via 343° track to DAVVY.  
Then via assigned route.

▽

△NA

MISSED APPROACH: Climb to 16000 via 158° course to MORYU WP, then via 106° course to TERRO WP and hold.

ASOS 118.375	DENVER CENTER 119.85 363.15	UNICOM 122.8 (CTAF) 0
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ELEV 9928

91

TDZE 9928

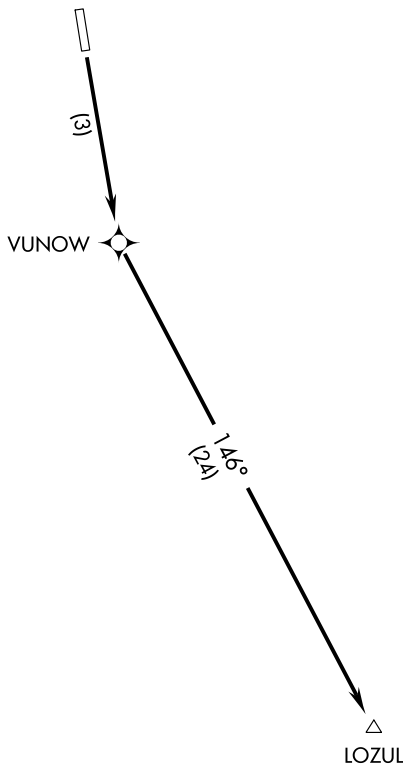
6400 X 75

34

MIRL Rwy 16-34 0

LASCH VGSI and descent angles not coincident.				
<div>14000</div> <div>Procedure Turn NA</div> <div>176°</div> <div>13000</div> <div>161°</div> <div>3.62° TCH 45</div> <div>11540</div> <div>DISUW</div> <div>16000</div> <div>MORYU</div> <div>106° course</div> <div>TERRO</div> <div>3.2 NM to DISUW</div> <div>1 NM</div>				
CATEGORY	A	B	C	D
S-16	11360-1¼ 1432 (1500-1¼)	11360-1½ 1432 (1500-1½)	NA	
CIRCLING	11360-1¼ 1432 (1500-1¼)	11360-1½ 1432 (1500-1½)	NA	

DENVER CENTER  
119.85 363.15



NOTE: GPS required.  
NOTE: RNAV 1.  
NOTE: RADAR required.

#### TAKE-OFF MINIMUMS

Rwy 16: Standard with minimum climb of 322' per NM to 14300.  
Rwy 34: NA, ATC.

#### TAKE-OFF OBSTACLE NOTE

Multiple trees beginning 47' from DER, 453' left of centerline, up to 100' AGL/10079' MSL.

NOTE: Chart not to scale.



#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 16200' direct VUNOW and via 146° track to LOZUL.  
Then via assigned route.

▼

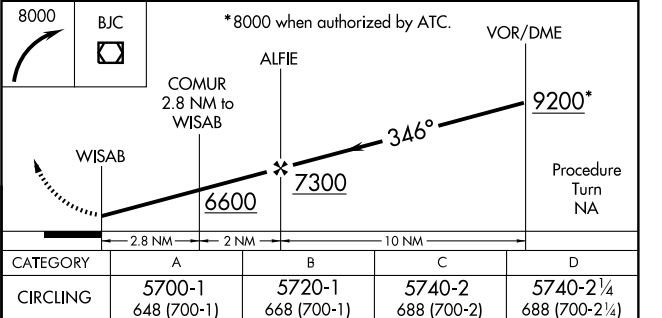
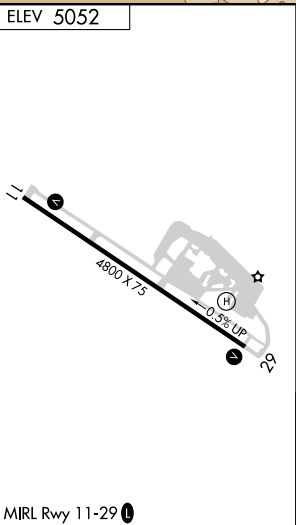
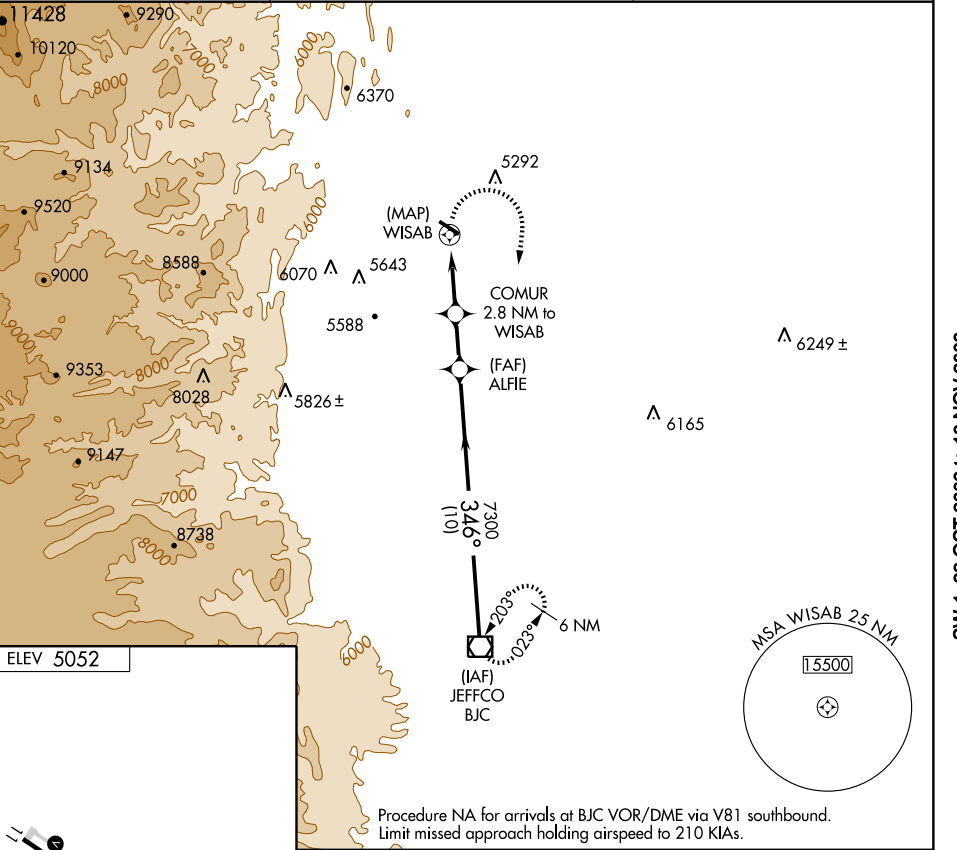
Use Denver Intl altimeter setting.

▲ NA

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 8000 direct BJC VOR/DME and hold.

AWOS-3 120.0	DENVER APP CON 126.1 360.75	UNICOM 122.975 (CTAF) <b>L</b>
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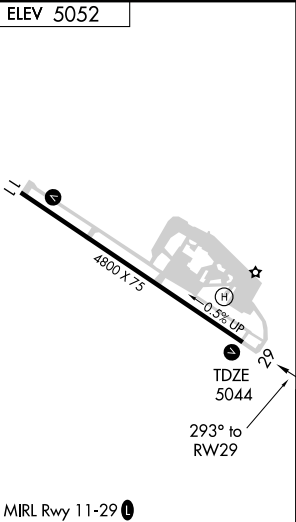
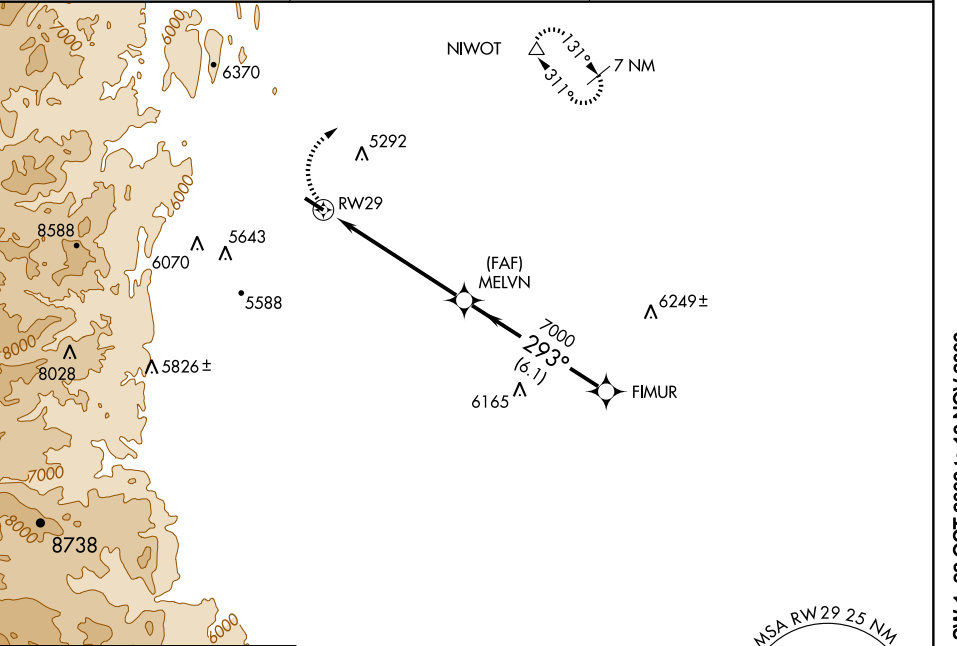




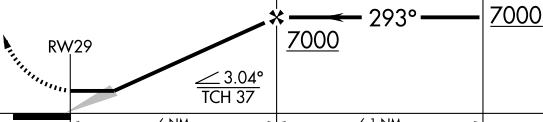
Use Denver Intl altimeter setting.

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 7300 direct  
NIWOT WP and hold.

AWOS-3 120.0	DENVER APP CON 126.1 360.75	UNICOM 122.975 (CTAF)
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7300 	NIWOT 				
					
CATEGORY	A		B	C	D
LNAV MDA	5640-1 596 (600-1)		5640-1½ 596 (600-1½)	5640-1¾ 596 (600-1¾)	
CIRCLING	5700-1 648 (700-1)	5720-1 668 (700-1)	5740-2 688 (700-2)	5740-2¼ 688 (700-2¼)	

SW-1. 22 OCT 2009 to 19 NOV 2009

VOR/DME BJC <b><u>115.4</u></b> Chan <b>101</b>	APP CRS <b>345°</b>	Rwy Idg <b>N/A</b> TDZE <b>N/A</b> Apt Elev <b>5052</b>
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VOR/DME-A  
LONGMONT/VANCE BRAND (LMO)

**T**  
**A** NA Use Denver Intl altimeter setting.

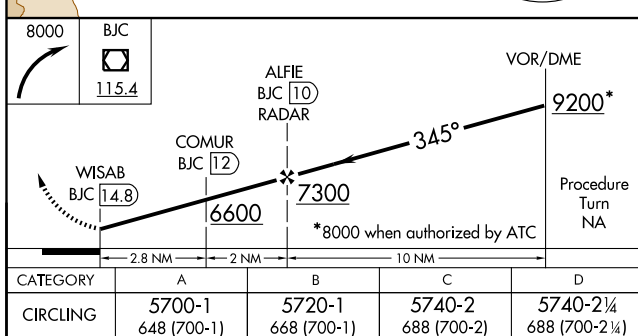
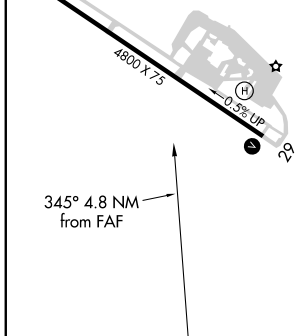
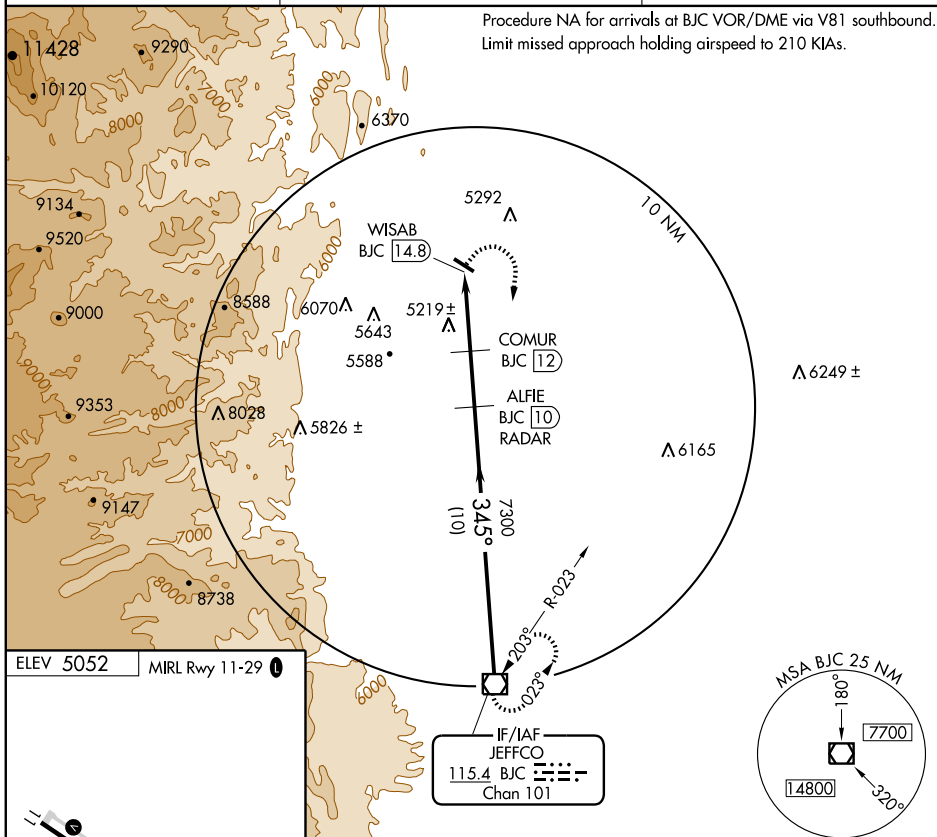
**MISSED APPROACH:** Climbing right turn to 8000 direct BJC VOR/DME and hold.

AWOS-3  
120.0

DENVER APP CON  
126.1 360.75

UNICOM  
122.975 (CTAF) **L**

Procedure NA for arrivals at BJC VOR/DME via V81 southbound.  
Limit missed approach holding airspeed to 210 KIAS.



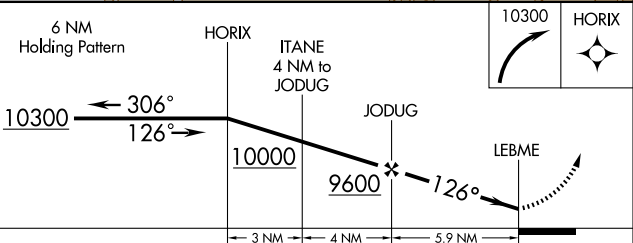
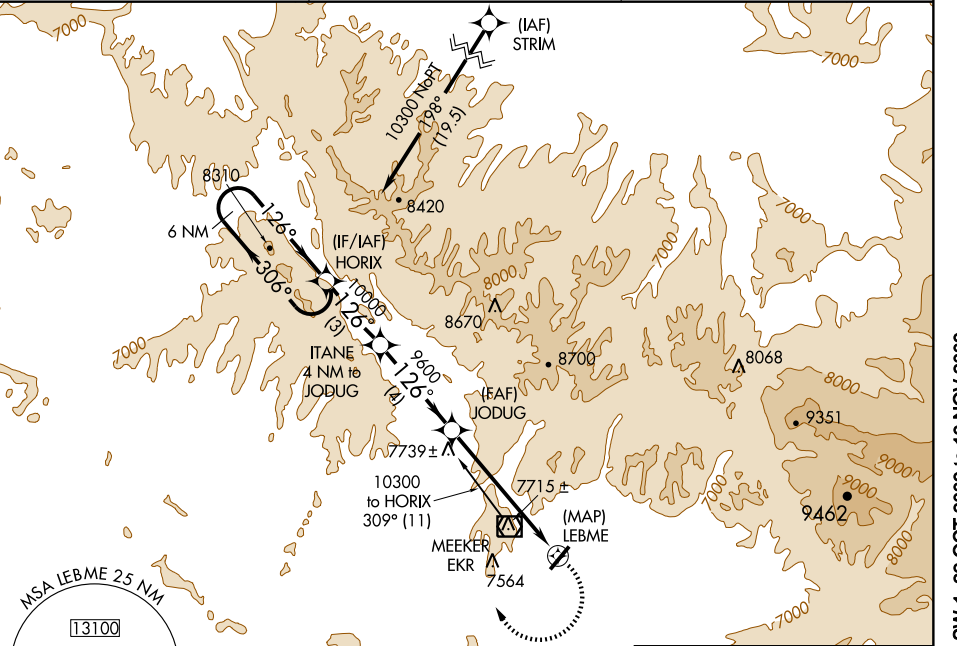
APP CRS 126°	Rwy Idg TDZE Apt Elev	N/A N/A 6421
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GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

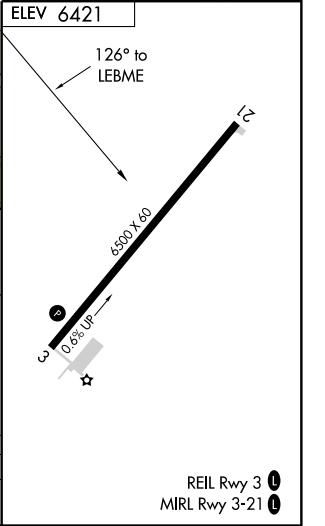
Circling not authorized west of Rwy 3-21.

MISSED APPROACH: Climbing right turn to 10300 direct HORIX WP and hold.

ASOS 135.525	DENVER CENTER 134.5 327.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	7960-1¼ 1539 (1600-1¼)	7960-1½ 1539 (1600-1½)	7960-3 1539 (1600-3)	NA



SW-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	<b>6500</b>
<b>025°</b>	TDZE	<b>6367</b>
	Apt Elev	<b>6421</b>

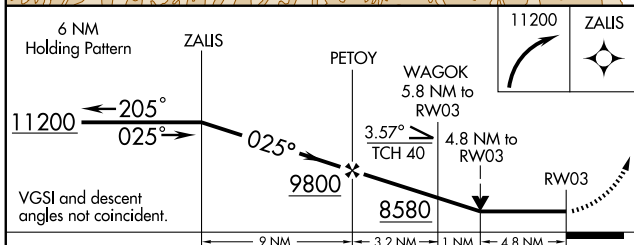
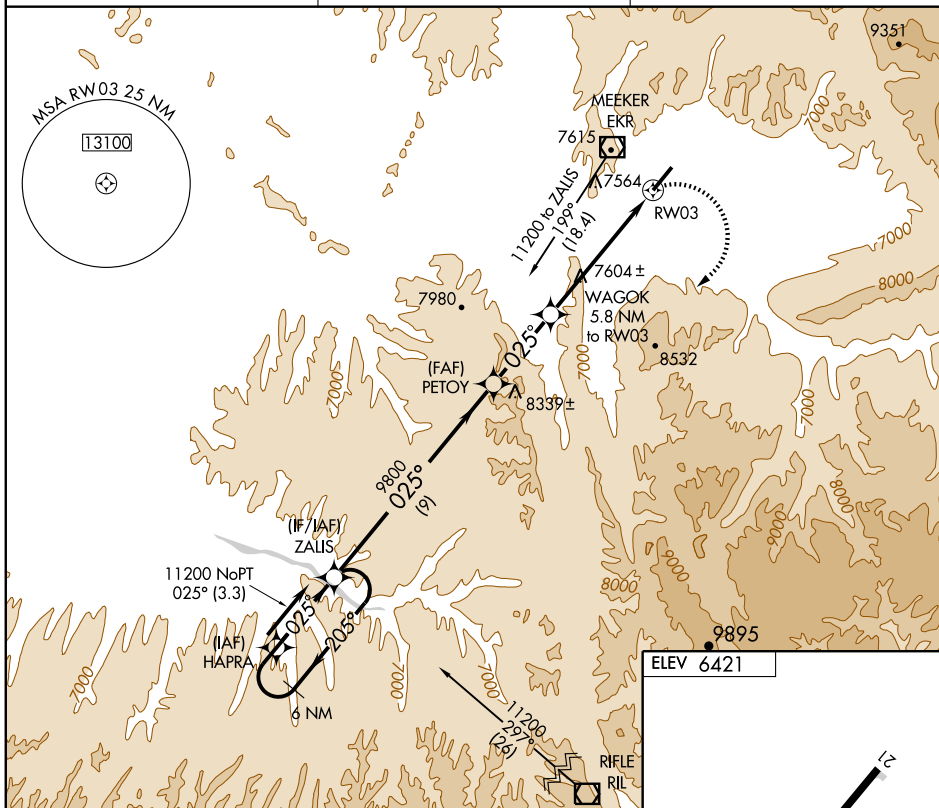
RNAV (GPS) RWY 3  
MEEKER (EEO)

**T** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
**A** NA Circling not authorized west of Rwy 3-21.

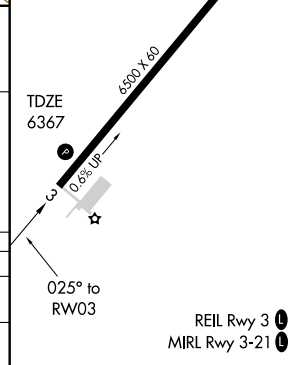
**MISSED APPROACH:** Climbing right turn to 11 200 direct ZALIS WP and hold.

ASOS  
135.525

DENVER CENTER  
134.5 327.8

UNICOM  
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
LNAB MDA	7920-1¼ 1553 (1500-1¼)	7920-1½ 1553 (1500-1½)	7920-3 1553 (1500-3)	NA
CIRCLING	7920-1¼ 1499 (1500-1¼)	7920-1½ 1499 (1500-1½)	7920-3 1499 (1500-3)	NA

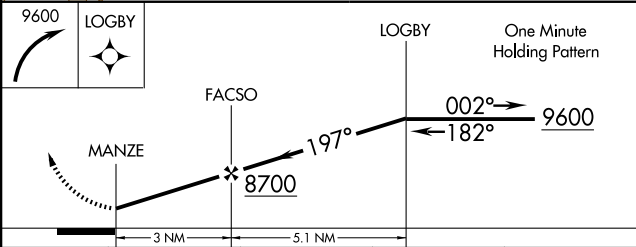
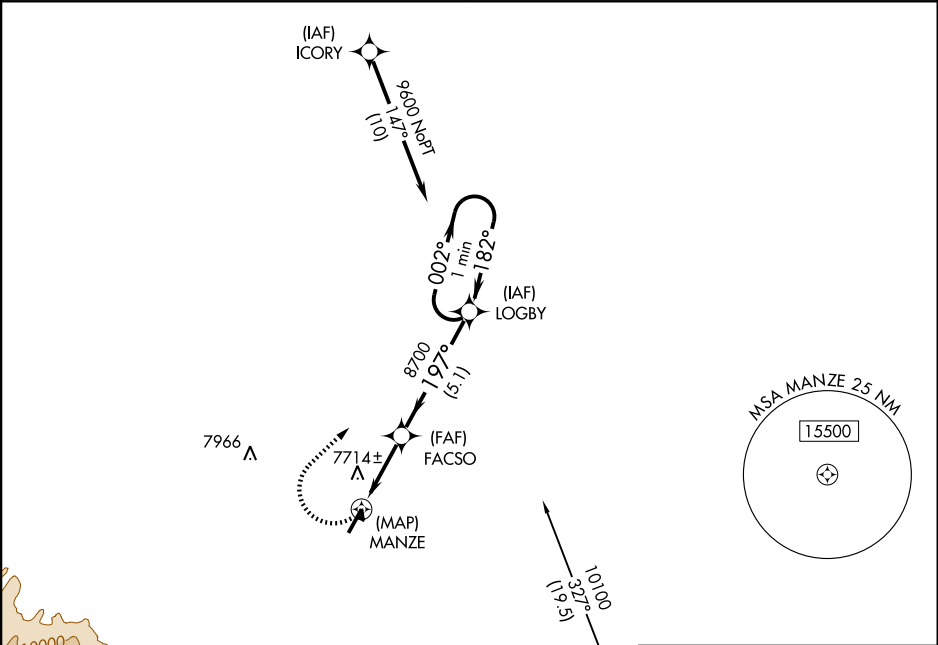




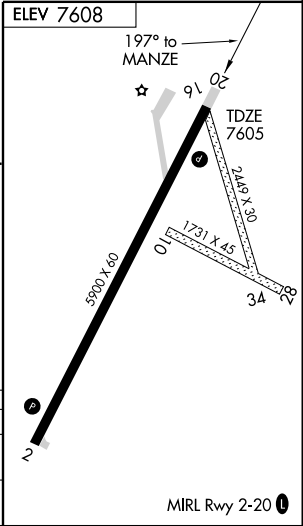
APP CRS 197°	Rwy Idg TDZE Apt Elev	5900 7605 7608
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GPS RWY 20  
MONTE VISTA MUNI (MVI)

NA Use Alamosa altimeter setting.	MISSED APPROACH: Climbing right turn to 9600 direct LOGBY WP and hold.
DENVER CENTER 128.375 379.95	UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D
S-20	8000-1 395 (400-1)			8000-1¼ 395 (400-1¼)
CIRCLING	8060-1 452 (500-1)		8060-1½ 452 (500-1½)	8160-2 552 (600-2)



APP CRS	Rwy Idg	N/A
302°	TDZE	N/A
	Apt Elev	7611

RNAV (GPS)-B  
MONTE VISTA MUNI (MVI)

 <b>NA</b>	Use Alamosa altimeter setting. Circling to RWY 10-28 and RWY 16-34 NA. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 10700 direct ALS VORTAC and hold.
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ALAMOSA ASOS 135.175	DENVER CENTER 128.375 379.95	UNICOM 122.8 (CTAF) 
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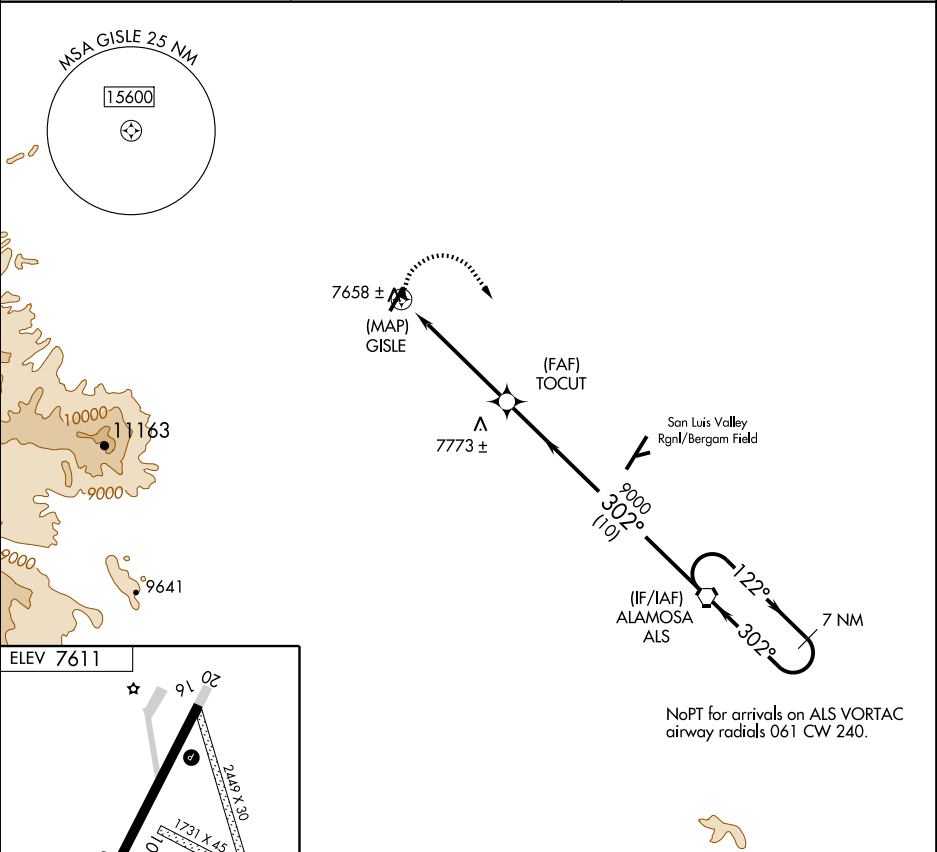


Diagram illustrating a flight path and holding pattern for a VORTAC station.

**Flight Path and Holding Pattern:**

- Approach:** 5900 x 600 ft, 302° to GISLE.
- Altitude:** 10700.
- Navigation:** TOCUT, VORTAC, 7 NM Holding Pattern.
- Angles:** 122°, 302°.
- Distances:** 5.3 NM, 10 NM.

**Category and Circling Data:**

CATEGORY	A	B	C	D
CIRCLING	8020-1 409 (500-1)	8080-1 469 (500-1)	8080-1 ½ 469 (500-1 ½)	8180-2 569 (600-2)

**Additional Information:**

- ALS:** 10700
- MIRL Rwy 2-20**

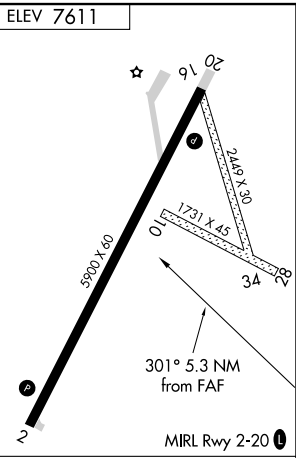
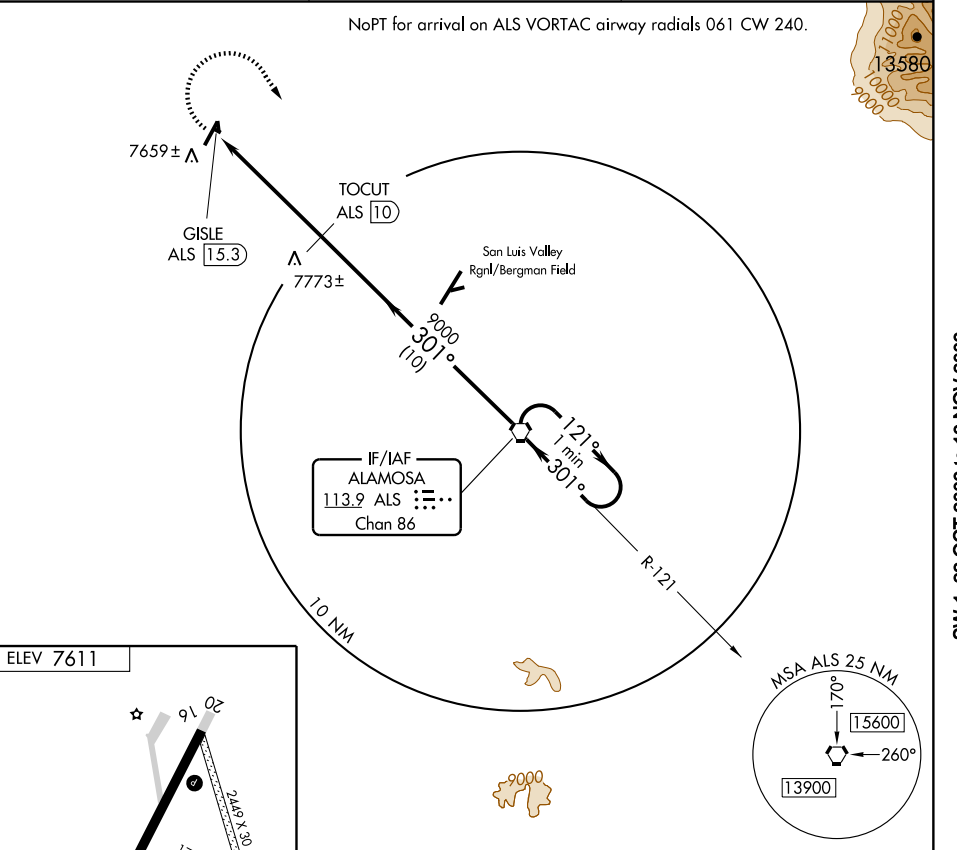
MRL Rwy 2-20 

**NA**

Circling to Rwy 10-28 and Rwy 16-34 NA.  
Use Alamosa altimeter setting.

MISSED APPROACH: Climbing right turn to 10700  
direct ALS VORTAC and hold.

ALAMOSA ASOS <b>135.175</b>	DENVER CENTER <b>128.375 379.95</b>	UNICOM <b>122.8 (CTAF) 0</b>
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10700

ALS

113.9

GISLE

ALS

15.3

TOCUT

ALS

10

VORTAC

One Minute Holding Pattern

121°

301°

10700

5.3 NM

10 NM

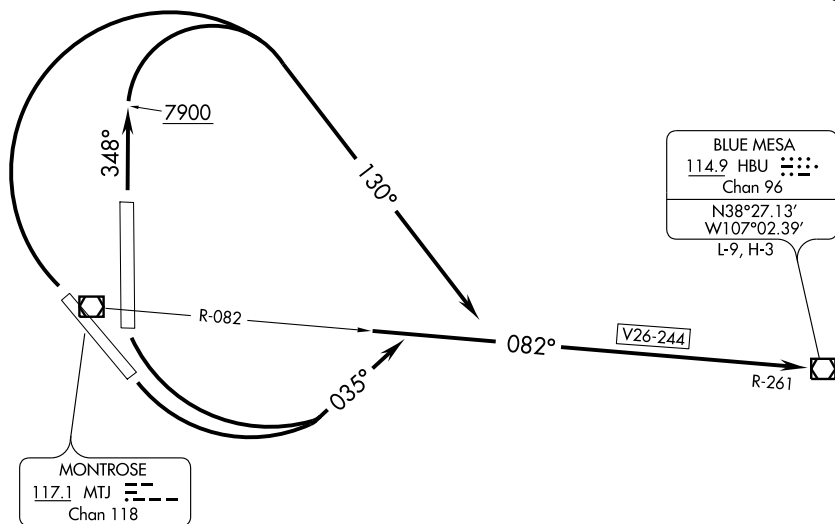
CATEGORY	A	B	C	D
CIRCLING	8020-1 409 (500-1)	8080-1 469 (500-1)	8080-1 ½ 469 (500-1 ½)	8180-2 569 (600-2)

Knots	60	90	120	150	180
Min:Sec					



## BLUE MESA ONE DEPARTURE

DENVER RADIO  
122.65  
DENVER CENTER  
125.35 354.05  
UNICOM  
122.8

**TAKE-OFF MINIMUMS**

Rwy 13: Standard with minimum climb of 450' per NM to 11300.

Rwy 17: Standard with minimum climb of 420' per NM to 11300.

Rwy 31: Standard with minimum climb of 450' per NM to 11300.

Rwy 35: Standard with minimum climb of 460' per NM to 11300.

**TAKE-OFF OBSTACLE NOTES**

Rwy 13: Multiple trees beginning 776' from DER, 273' left of centerline, up to 50' AGL/5878' MSL.  
Multiple trees and towers beginning 2590' from DER, 38' right of centerline, up to 110' AGL/5910' MSL.

Rwy 31: Multiple trees beginning 315' from DER, 378' left of centerline, up to 50' AGL/5749' MSL.

Rwy 35: Multiple trees beginning 218' from DER, 511' left of centerline, up to 50' AGL/5709' MSL.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

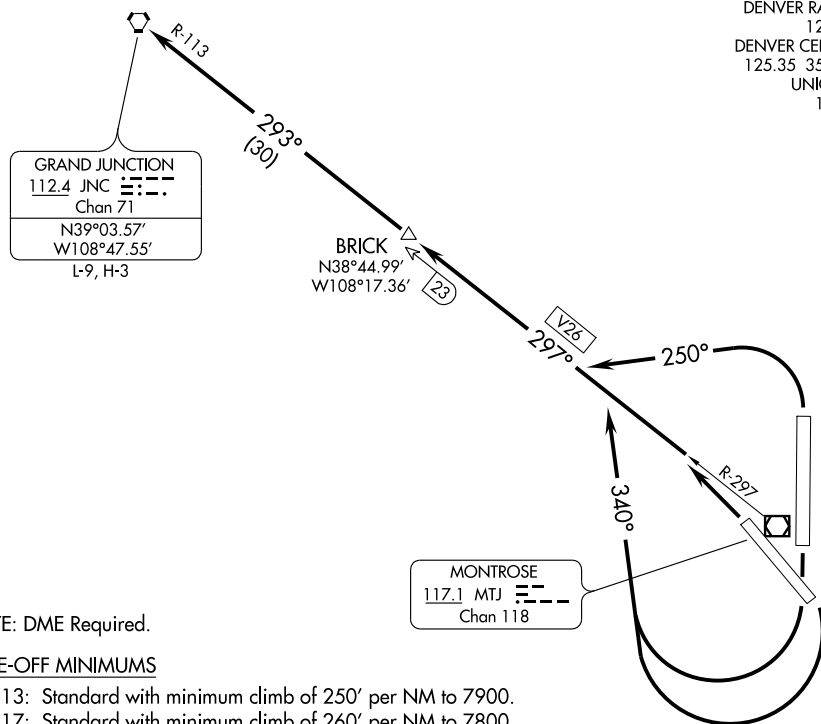
**TAKE-OFF RUNWAYS 13, 17:** Climbing left turn to 12500 via heading 035° and MTJ R-082 to HBU VOR/DME, then via assigned route.

**TAKE-OFF RUNWAY 31:** Climbing right turn to 12500 via heading 130° and MTJ R-082 to HBU VOR/DME, then via assigned route.

**TAKE-OFF RUNWAY 35:** Climb heading 130° then climbing right turn to 12500 via heading 130° and MTJ R-082 to HBU VOR/DME, then via assigned route.

## BRICK ONE DEPARTURE

MONTROSE, COLORADO



NOTE: DME Required.

## TAKE-OFF MINIMUMS

Rwy 13: Standard with minimum climb of 250' per NM to 7900.

Rwy 17: Standard with minimum climb of 260' per NM to 7800.

Rwys 31, 35: Standard.

## TAKE-OFF OBSTACLE NOTES

Rwy 13: Multiple trees beginning 776' from DER, 273' left of centerline, up to 50' AGL/5878' MSL.  
Multiple trees and towers beginning 2590' from DER, 38' right of centerline, up to 110' AGL/5910' MSL.

Rwy 31: Multiple trees beginning 315' from DER, 378' left of centerline, up to 50' AGL/5749' MSL.

Rwy 35: Multiple trees beginning 218' from DER, 511' left of centerline, up to 50' AGL/5709' MSL.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13, 17: Climbing right turn to 11000 via heading 340° and MTJ R-297 to BRICK/MTJ 23 DME, Thence. . . .

TAKE-OFF RUNWAY 31: Climbing left turn to 11000 via MTJ R-297 to BRICK/MTJ 23 DME, Thence. . . .

TAKE-OFF RUNWAY 35: Climbing left turn to 11000 via heading 250° and MTJ R-297 to BRICK/MTJ 23 DME, Thence. . . .

. . . . Via V26 to JNC VORTAC.

LOC I-MTJ <b>111.3</b>	APP CRS <b>168°</b>	Rwy Idg TDZE Apt Elev <b>10000</b> <b>5704</b> <b>5759</b>
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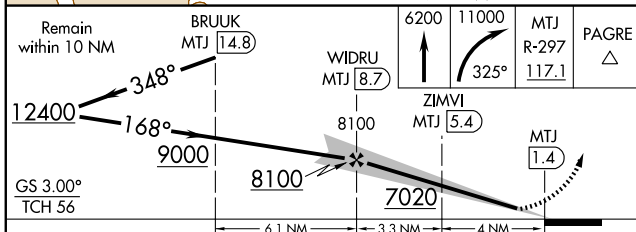
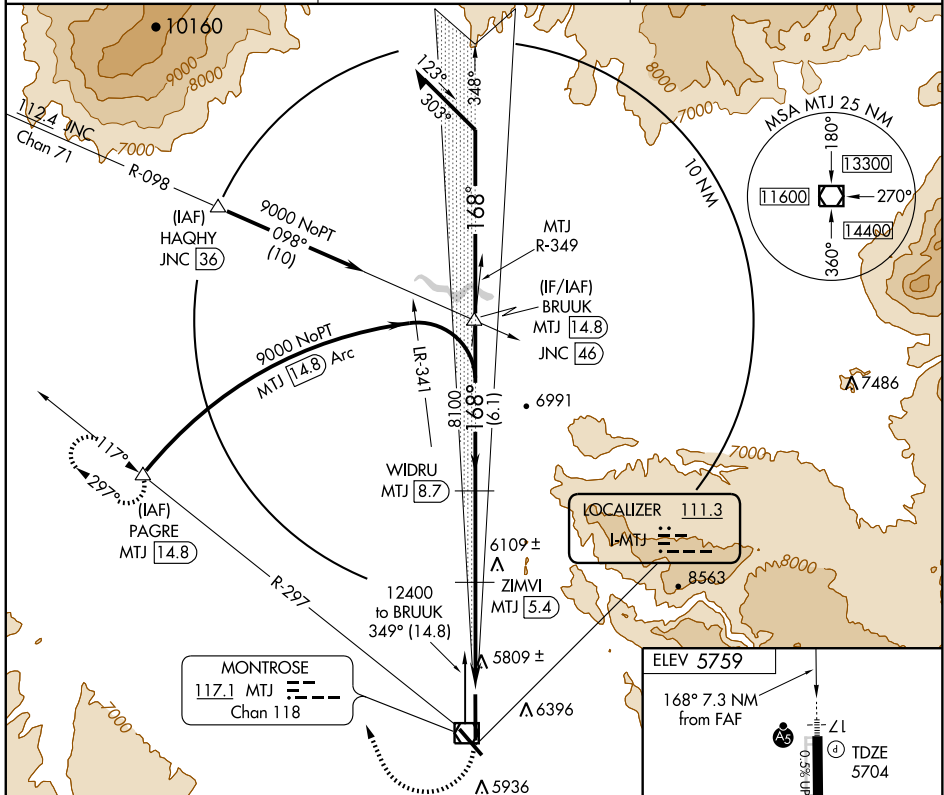
# ILS or LOC/DME RWY 17 MONTROSE RGNL (MTJ)

**▼** DME required.  
**▲** DME from MTJ VOR/DME. Simultaneous reception of I-MTJ and MTJ DME required.

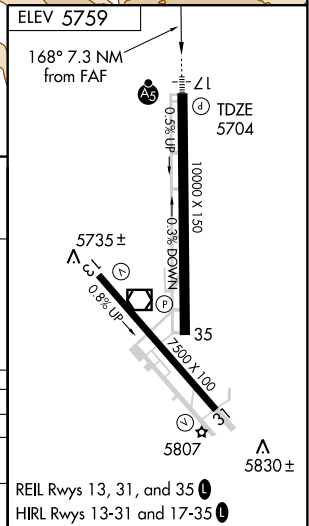
MAISLR  


**MISSED APPROACH:** Climb to 6200 then climbing right turn to 11000 via heading 325° and MTJ VOR/DME R-297 to PAGRE/ MTJ 14.8 DME and hold, continue climb-in-hold to 11000.

ASOS <b>135.225</b>	DENVER CENTER <b>125.35 354.05</b>	UNICOM <b>122.8 (CTAF) 0</b>
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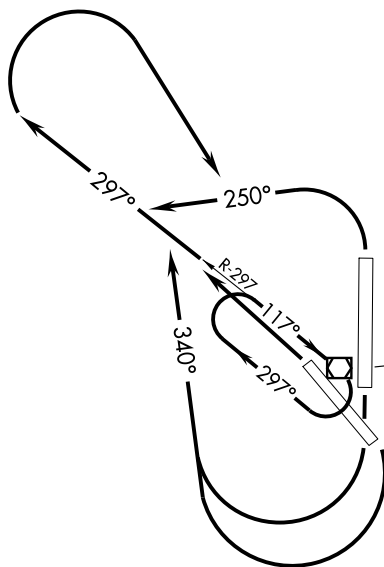


CATEGORY	A	B	C	D
S-ILS 17	5904-½ 200 (200-½)			
S-LOC 17	6060-½ 356 (400-½)			6060-¾ 356 (400-¾)
CIRCLING	6240-1 481 (500-1)	6300-1 541 (600-1)	6660-2¾ 901 (1000-2¾)	6700-3 941 (1000-3)



## MONTROSE ONE DEPARTURE (OBSTACLE)

MONTROSE, COLORADO



DENVER RADIO  
122.65  
DENVER CENTER  
125.35 354.05  
UNICOM  
122.8

MONTROSE  
117.1 MTJ  
Chan 118  
N38°30.39'  
W107°53.96'

TAKE-OFF MINIMUMS

Rwy 13: Standard with minimum climb of 250' per NM to 8100, or 5000-3 for climb in visual conditions.

Rwy 17: Standard with minimum climb of 260' per NM to 8100, or 5000-3 for climb in visual conditions.

Rwys 31, 35: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 13: Multiple trees beginning 776' from DER, 273' left of centerline, up to 50' AGL/5878' MSL.  
Multiple trees and towers beginning 2590' from DER, 38' right of centerline, up to 110' AGL/5910' MSL.

Rwy 31: Multiple trees beginning 315' from DER, 378' left of centerline, up to 50' AGL/5749' MSL.

Rwy 35: Multiple trees beginning 218' from DER, 511' left of centerline, up to 50' AGL/5709' MSL.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13, 17: Climbing right turn to 8100 via heading 340° and MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence. . .

Or, for climb in visual conditions: Cross Montrose Rgnl Airport at or above 10600 before proceeding on course.

TAKE-OFF RUNWAY 31: Climbing left turn to 8100 via MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence. . . .

TAKE-OFF RUNWAY 35: Climbing left turn to 8600 via heading 250° and MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence. . . .

. . . . Continue climb-in-hold in MTJ VOR/DME holding pattern to cross MTJ VOR/DME at or above 11000, then proceed via assigned route.

APP CRS	Rwy Idg	<b>7500</b>
<b>127°</b>	TDZE	<b>5719</b>
	Apt Elev	<b>5759</b>

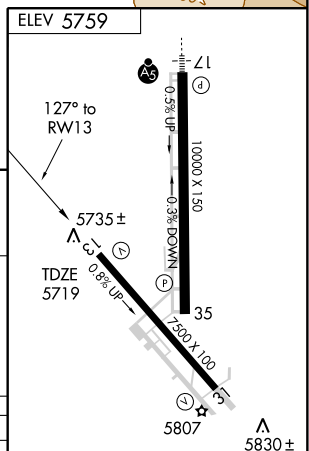
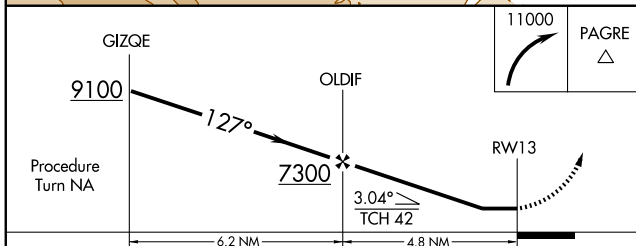
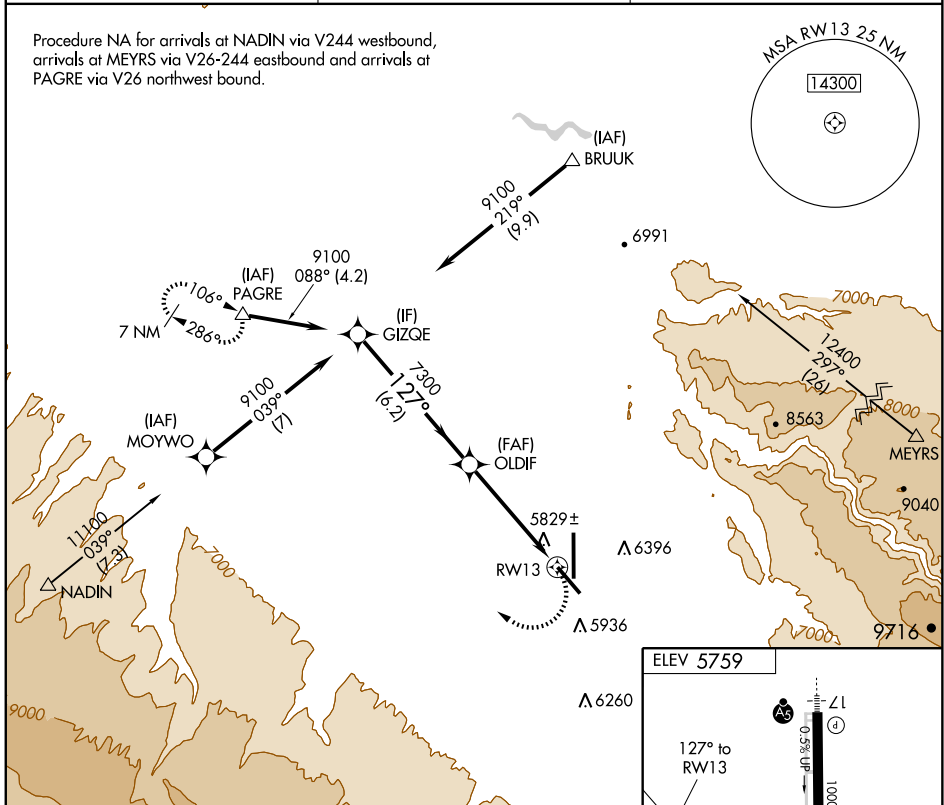
# RNAV (GPS) RWY 13

MONTROSE RGNL (MTJ)

 	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	MISSED APPROACH: Climbing right turn to 11000 direct PAGRE and hold, continue climb-in-hold to 11000.
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ASOS <b>135,225</b>	DENVER CENTER <b>125.35 354.05</b>	UNICOM <b>122.8 (CTAF) 0</b>
------------------------	---------------------------------------	---------------------------------

Procedure NA for arrivals at NADIN via V244 westbound,  
arrivals at MEYRS via V26-244 eastbound and arrivals at  
PAGRE via V26 northwest bound.



CATEGORY	A	B	C	D
LNAV MDA	6160-1	441 (500-1)	6160-1½ 441 (500-1½)	6160-1½ 441 (500-1½)
CIRCLING	6240-1 481 (500-1)	6300-1 541 (600-1)	6660-2¾ 901 (1000-2¾)	6700-3 941 (1000-3)

REIL Rwy 13, 31 and 35 0  
HIRL Rwy 13-31 and 17-35 0

APP CRS

340°

Rwy Idg

10000

TDZE

5730

Apt Elev

5759

T

A

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 11000 direct ZEMAD and via 290° track to PAGRE and hold, continue climb-in-hold to 11000.

ASOS

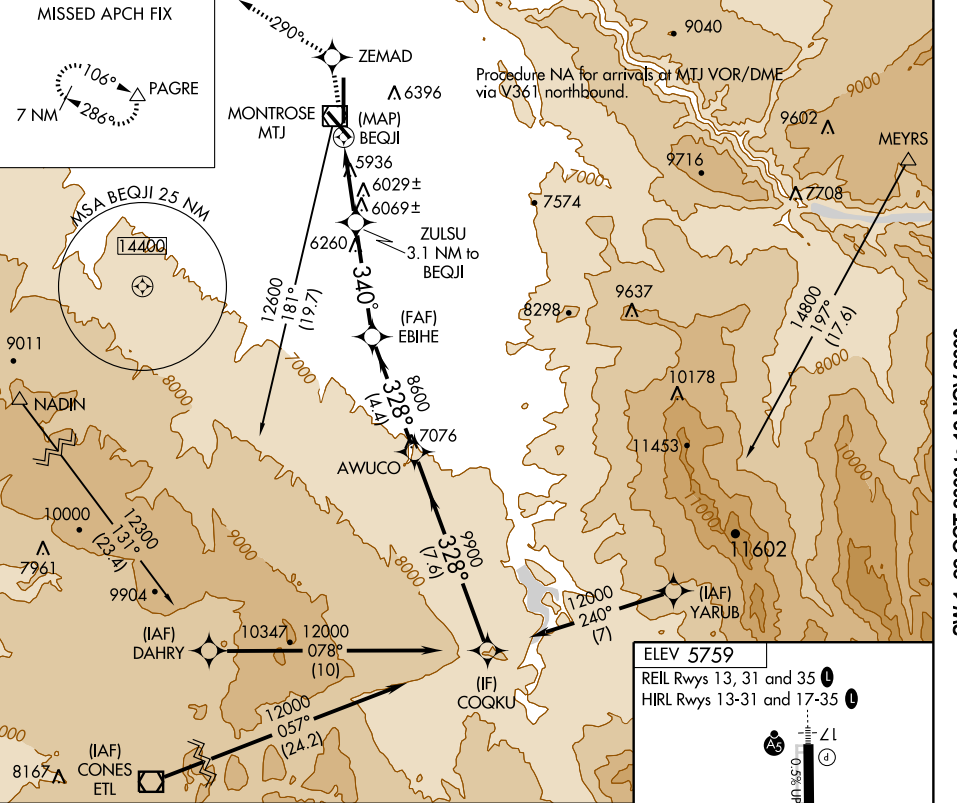
135.225

DENVER CENTER

125.35 354.05

UNICOM

122.8 (CTAF) 0



11000

ZEMAD

290° track

PAGRE

VGSI and descent angles not coincident.

COQKU

AWUCO

EBIHE

ZULSU

3.1 NM to BEQJ

≤ 3.43°

TCH 55

1.1 NM to BEQJ

BEQJ

340°

8600

9900

328°

12000

Procedure Turn NA

5735±

0.5% UP

10000 X 150

0.3% DOWN

5730

TDZE

5730

12500 X 100

5807

5830±

340° to BEQJ

CATEGORY	A	B	C	D
LNAV MDA	6280-1	550 (600-1)	6280-1½ 550 (600-1½)	6280-1¾ 550 (600-1¾)
CIRCLING	6280-1 521 (600-1)	6300-1 541 (600-1)	6660-2¾ 901 (1000-2¾)	6700-3 941 (1000-3)

APP CRS  
**168°**

Rwy Idg  
TDZE  
Apt Elev

**10000**  
**5704**  
**5759**

RNAV (GPS) Y RWY 17

MONTROSE RGNL (MTJ)

▼

DME/DME RNP-0.3 NA.

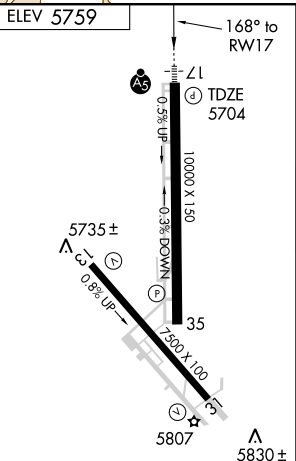
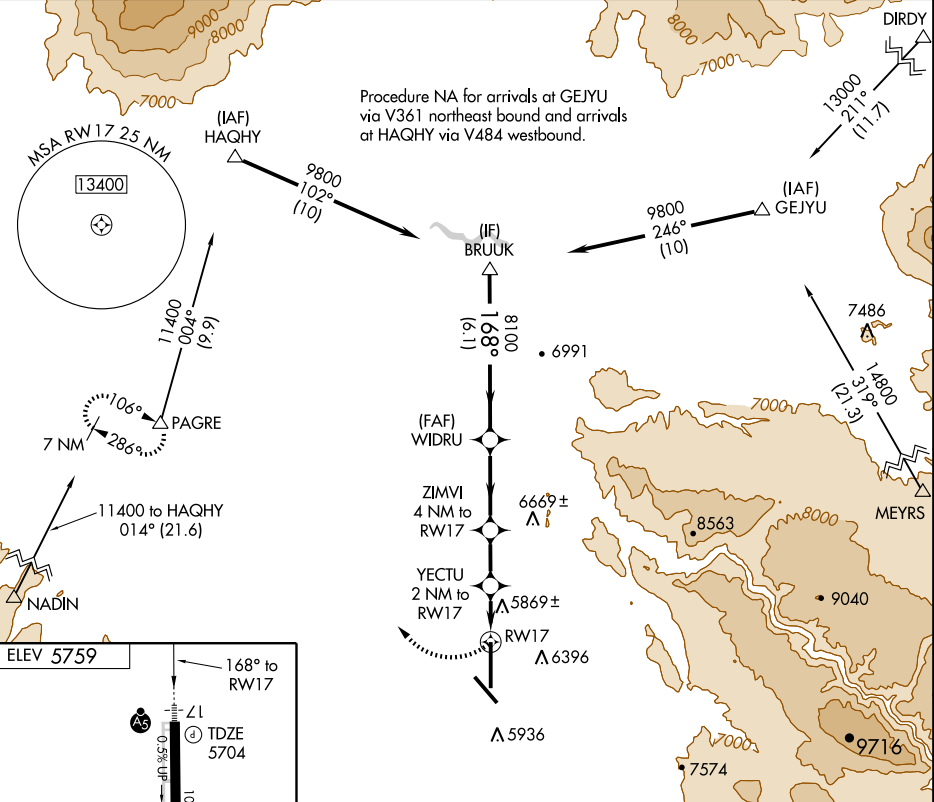
▲

For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile.

MALSR

MISSED APPROACH: Climbing right turn to 11000 direct PAGRE and hold, continue climb-in-hold to 11000.

ASOS <b>135.225</b>	DENVER CENTER <b>125.35 354.05</b>	UNICOM <b>122.8 (CTAF) 0</b>
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REIL Rwy 13, 31 and 35  
HIRL Rwy 13-31 and 17-35

	PAGRE	YECTU	ZIMVI	WIDRU	BRUUK	
	△	2 NM to RW17	4 NM to RW17			
		1.2 NM to RW17		≤ 3.06° TCH 55	9800	Procedure Turn NA
		6380	7020	8100		
CATEGORY	A	B	C	D		
LNAV MDA	6120-½	416 (400-½)	6120-¾ 416 (400-¾)	6120-1 416 (400-1)		
CIRCLING	6240-1 481 (500-1)	6300-1 541 (600-1)	6660-2¾ 901 (1000-2¾)	6700-3 941 (1000-3)		

WAAS CH <b>40411</b> <b>W17A</b>	APP CRS <b>168°</b>	Rwy Idg <b>10000</b> TDZE <b>5704</b> Apt Elev <b>5759</b>
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RNAV (GPS) Z RWY 17  
MONTROSE RGNL (MTJ)

MONTROSE RGNL (MTJ)

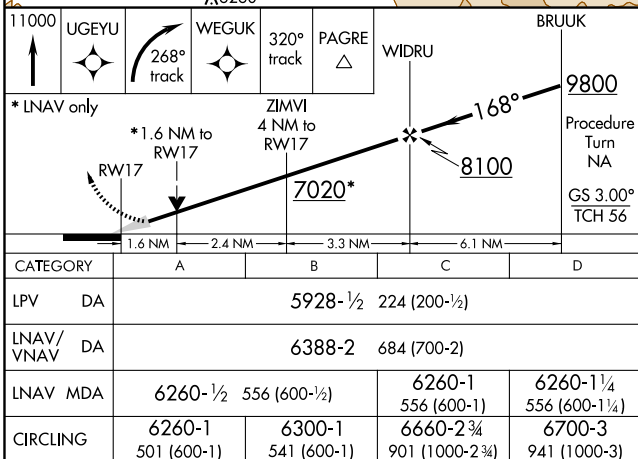
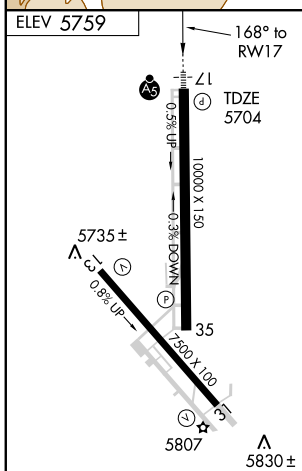
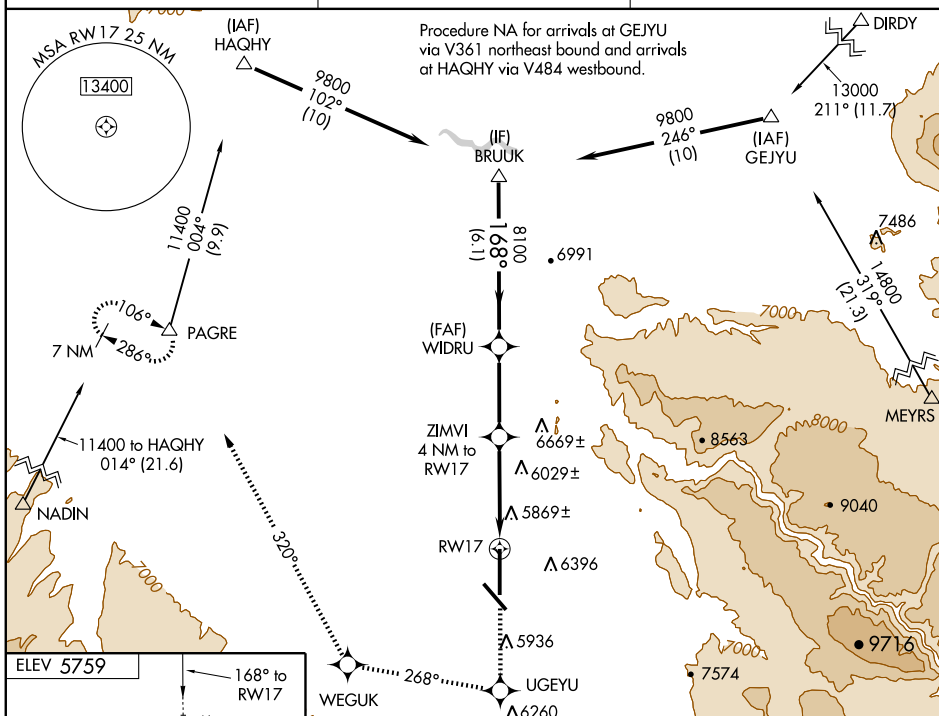
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV  
**A** NA below -26°C (-14°F) or above 38°C (100°F).  
DME/DME RNP-0.3 NA.

MALSR

**MISSED APPROACH:** Climb to 11000 direct UGEYU and right turn via 268° track to WEGUK and via 320° track to PAGRE and hold, continue climb-in-hold to 11000.

ASOS  
135.225

DENVER CENTER  
125.35 354.05

UNICOM  
122.8 (CTAF) **L**



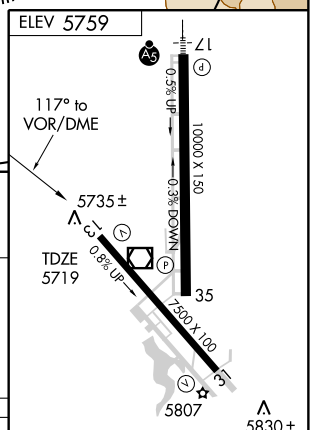
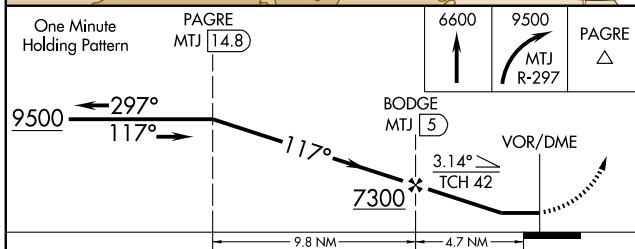
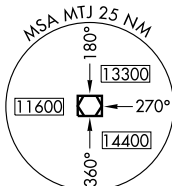
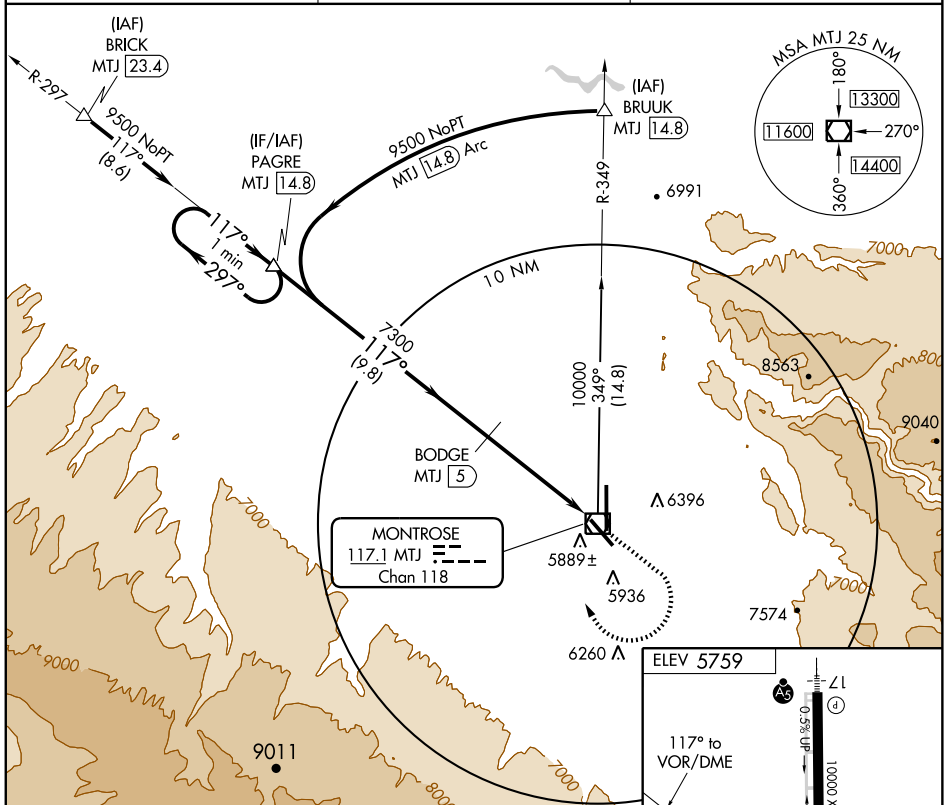
VOR/DME MTJ <b>117.1</b> Chan <b>118</b>	APP CRS <b>117°</b>	Rwy Idg TDZE Apt Elev	<b>7500</b> <b>5719</b> <b>5759</b>
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# VOR/DME RWY 13

MONTROSE RGNL (MTJ)

<p><b>V</b></p> <p><b>A</b></p> <p>Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 6600 then climbing right turn to 9500 via MTJ VOR/DME R-297 to PAGRE/14.8 DME and hold.</p>
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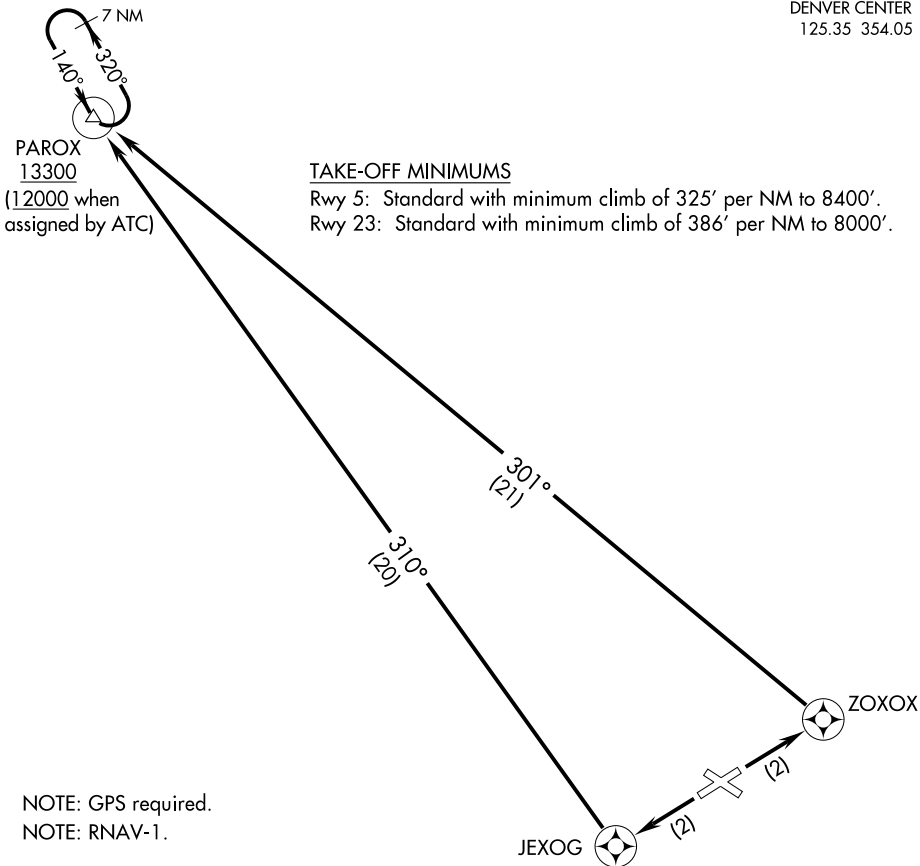
ASOS <b>135.225</b>	DENVER CENTER <b>125.35 354.05</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-13	6140-1	421 (400-1)	6140-1¼	421 (400-1¼)
CIRCLING	6240-1 481 (500-1)	6300-1 541 (600-1)	6660-2¾ 901 (1000-2¾)	6700-3 941 (1000-3)

REIL Rwy 13, 31 and 35 0  
HIRL Rwy 13-31 and 17-35 0

## NUCLA ONE DEPARTURE (RNAV) (OBSTACLE)

DENVER CENTER  
125.35 354.05TAKE-OFF OBSTACLE NOTES

Rwy 5: Vehicle on road at DER, left and right of centerline, 15' AGL/5962' MSL.

Tree 202' from DER, 309' right of centerline, 20' AGL/5979' MSL.

Rwy 23: Tree 13' from DER, 181' right of centerline, 20' AGL/5905' MSL.

Vehicle on road 209' from DER, left and right of centerline, 15' AGL/ 5922' MSL.

Tree 125' from DER, 91' left of centerline, 20' AGL/ 5902' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb to 12000 direct ZOXOX and left turn via 301° track to PAROX, thence . . .TAKE-OFF RUNWAY 23: Climb to 12000 direct JEXOG and right turn via 310° track to PAROX, thence . . .

. . . climb in PAROX holding pattern (hold NW, left turns, 140° inbound) to cross PAROX at or above 13300 (12000 when assigned by ATC) before proceeding enroute.

APP CRS	Rwy Idg	N/A
126°	TDZE	N/A
	Apt Elev	5940

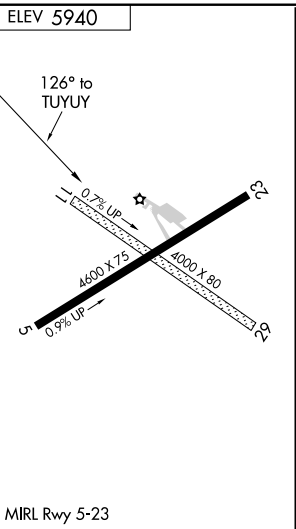
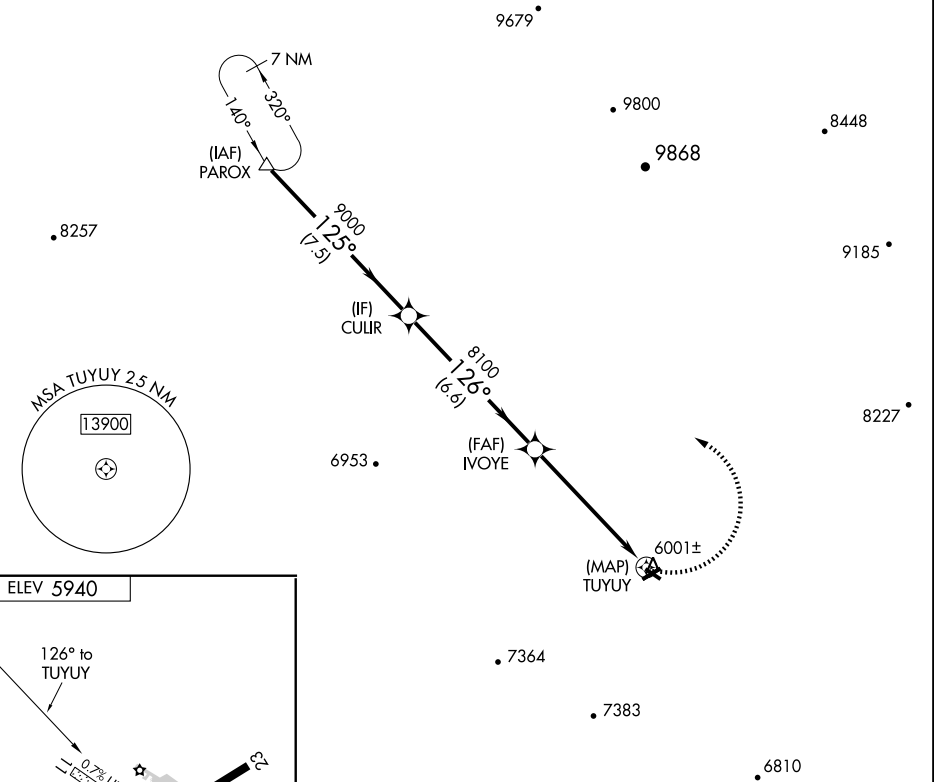
RNAV (GPS)-A  
NUCLA/ HOPKINS FIELD (AIB)

**NA** DME/DME RNP-0.3 NA.  
If local altimeter setting not received, procedure NA.  
Circling to Rwys 11/29 NA.

MISSED APPROACH: Climbing left turn to 12000 direct PAROX and hold, continue climb-in-hold to 12000.

AWOS-3 132.525	DENVER CENTER 125.35 354.05	UNICOM 122.8 (CTAF)
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NoPT for arrival at PAROX on V391 southbound.  
All arrivals via V244 descend to 12000 in PAROX holding pattern before departing PAROX.



PAROX	CULIR	IVOYE	TUYUY
12000	9000	8100	
Procedure Turn NA			
7.5 NM	6.6 NM	5.8 NM	
CATEGORY	A	B	C
CIRCLING	6600-1 660 (700-1)	6600-1 3/4 660 (700-1 3/4)	NA

RNAV (GPS)-A

PAGOSA SPRINGS/ STEVENS FIELD (PSO)

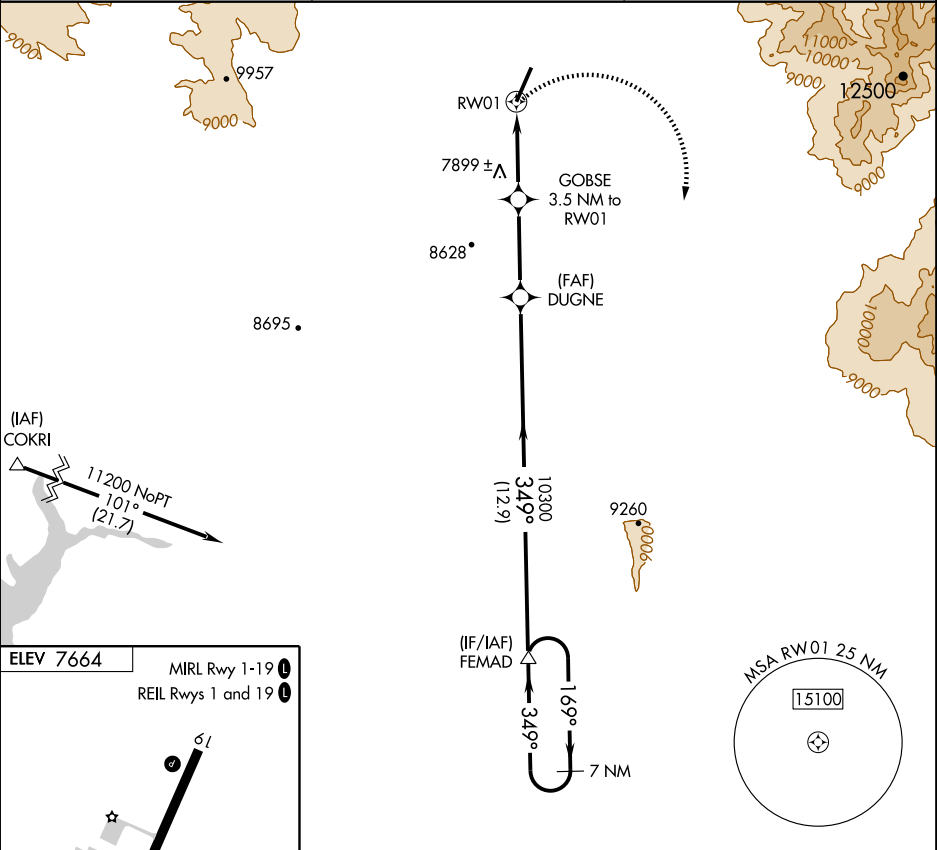
APP CRS	Rwy Idg	N/A
349°	TDZE	N/A
	Apt Elev	7664

**⚠** Circling to Rwy 19 NA at night. DME/DME RNP-0.3 NA.

**⚠** When local altimeter setting not received, use Durango altimeter setting: increase all MDAs 220 feet and visibility Cat. A ¼ mile, Cat. B ½ mile, Cat. C 1 mile.

MISSED APPROACH: Climbing right turn to 11 200 direct FEMAD and hold.

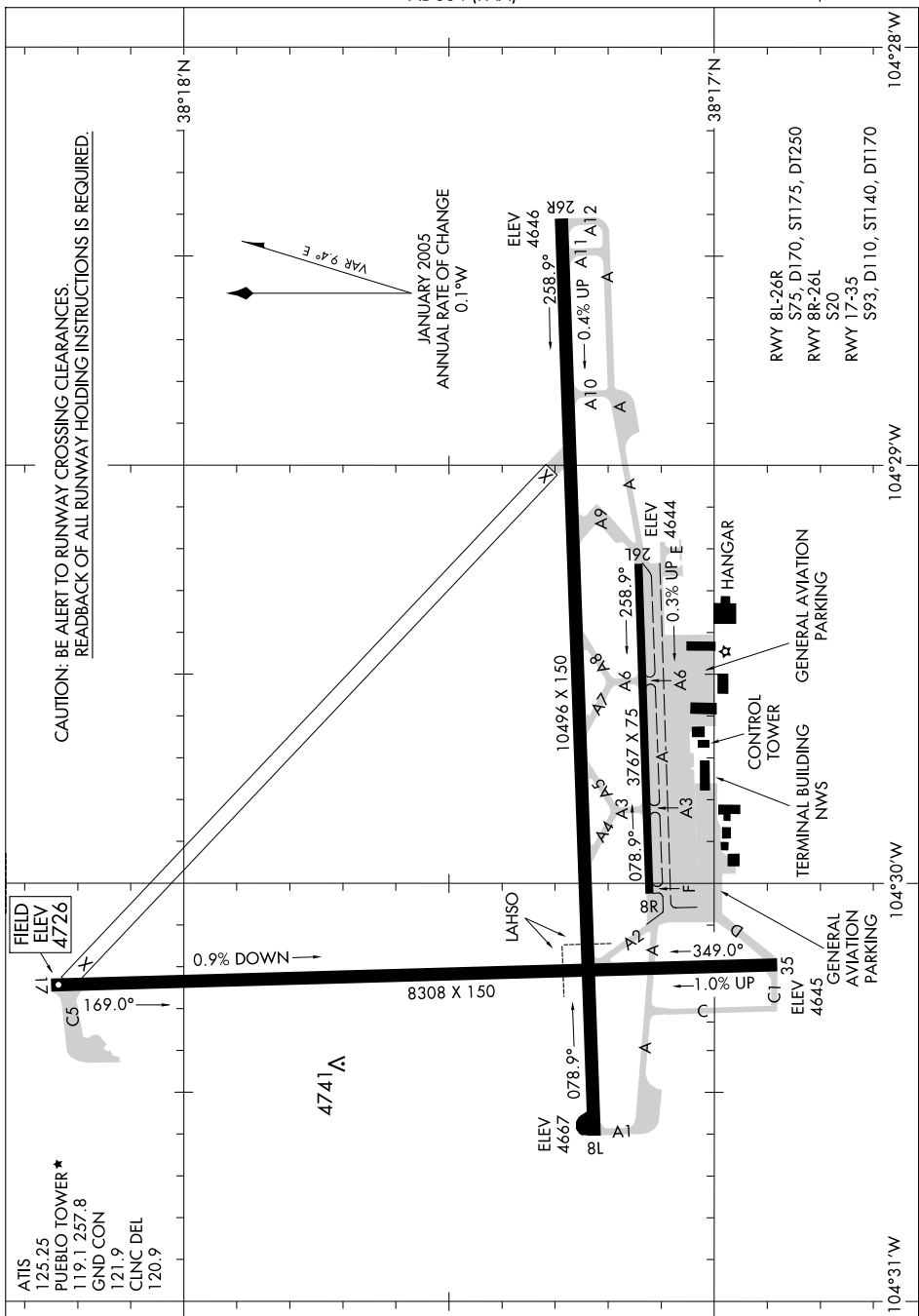
AWOS-3 127.175	DENVER CENTER 118.575 348.7	UNICOM 122.7 (CTAF) 0
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# AIRPORT DIAGRAM

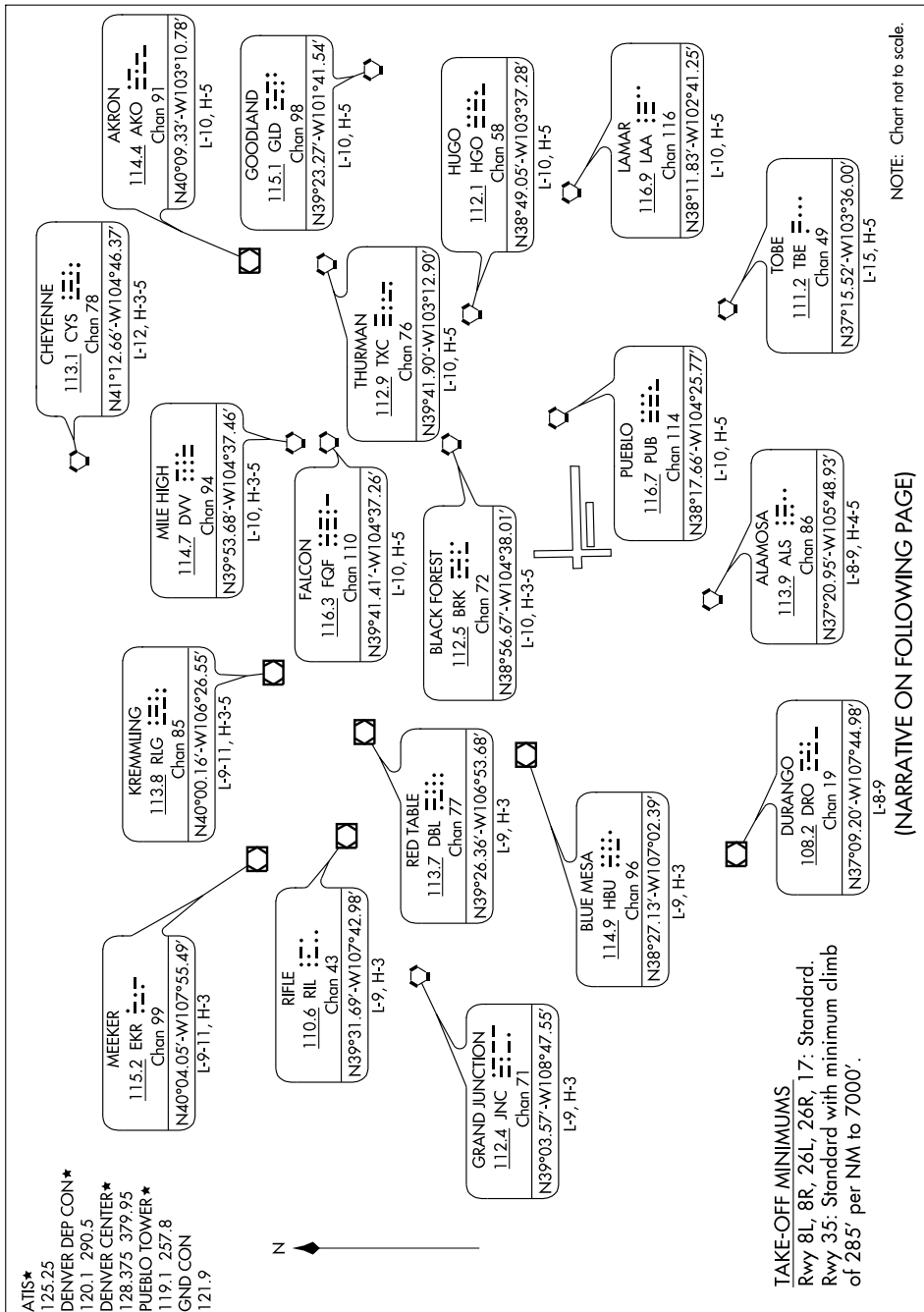
AL-334 (FAA)

PUEBLO MEMORIAL (PUB)  
PUEBLO, COLORADO



SW-1: 22 OCT 2009 to 19 NOV 2009

## CANYON ONE DEPARTURE





## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L: Climb assigned heading between 020° and 100° to 7000' or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 8R: Climb assigned heading between 020° and 100° to 7000' or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 26L: Climb assigned heading between 240° and 280° to 7000' or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 26R: Climb assigned heading between 240° and 280° to 7000' or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 17: Climb assigned heading between 150° and 190° to 7000' or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 35: Climb assigned heading between 020° and 040° to 7000' or assigned ATC altitude. Thence. . . .

. . . . Expect RADAR vectors to intercept filed/assigned route or enroute FIX/NAVAID. Maintain ATC assigned altitude. Expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS

If no transmissions are received within 1 minute after departure, maintain assigned heading until 7,000' (Runway 26 departures will need to turn left direct PUB VORTAC due to antenna NW of departure end), then climb to filed altitude direct PUB VORTAC.

TAKE-OFF OBSTACLE NOTES

Runway 8L: Rising terrain 57' from DER, 123' left of centerline, up to 4649' MSL.

Runway 8R: Rising terrain 180' from DER, 58' left of centerline, up to 4659' MSL.

Runway 26L: Rising terrain 110' from DER, 182' right of centerline, up to 4659' MSL, rising terrain 128' from DER, 122' left of centerline, up to 4659' MSL.

Runway 26R: Rising terrain 208' from DER, 446' right of centerline, up to 4679' MSL.

Runway 35: Rising terrain 2' from DER, 7' left of centerline, up to 4749' MSL, rising terrain 196' from DER, 11' right of centerline up to 4793' MSL, transmission poles 1.1 NM from DER, 703' right of centerline, 46' AGL/4925' MSL, RADAR reflector 996' from DER, on centerline, 4' AGL/4757' MSL.

GPS RWY 17  
PUEBLO MEMORIAL (PUB)

APP CRS	Rwy Idg
167°	8308
	TDZE
	4726
	Apt Elev
	4726

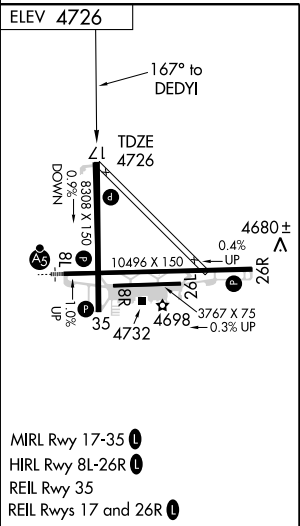
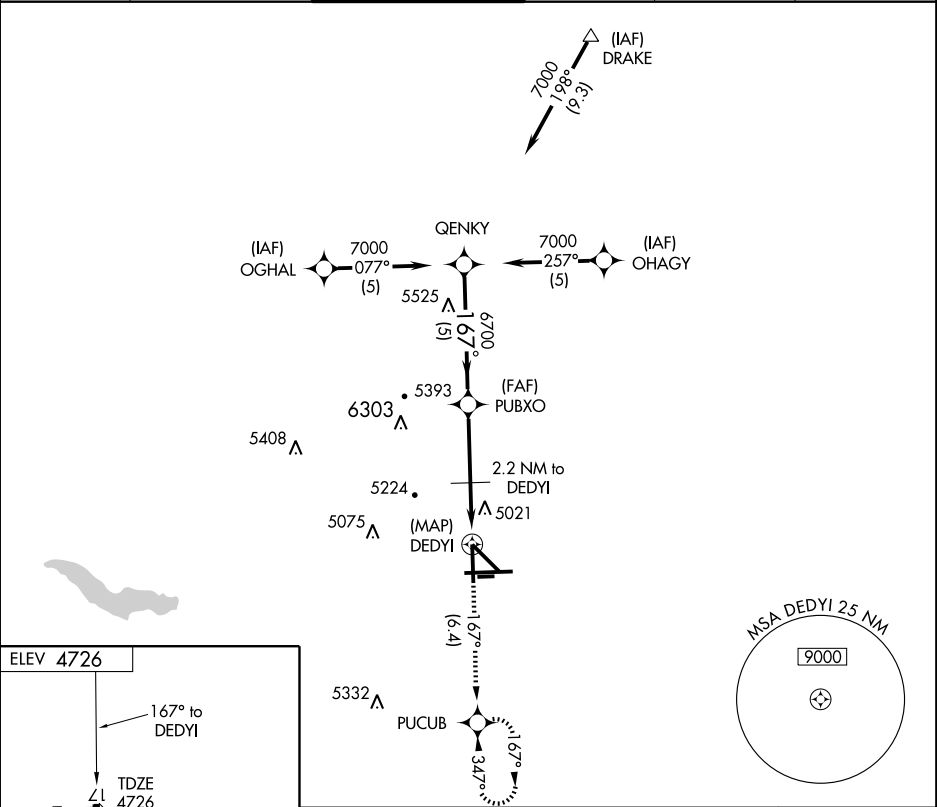
▼

▲

NA

MISSED APPROACH: Climb to 7500 via 167° course to PUCUB WP and hold.

ATIS ★	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) 0 257.8	121.9	120.9	122.95



QENKY

7000

Procedure Turn NA

VGSI and descent angles not coincident.

PUBXO

6700

3.62°

TCH 50

5620

7500

167°

PUCUB

2.2 NM to DEDYI

DEDYI

5 NM

2.8 NM

2.2 NM

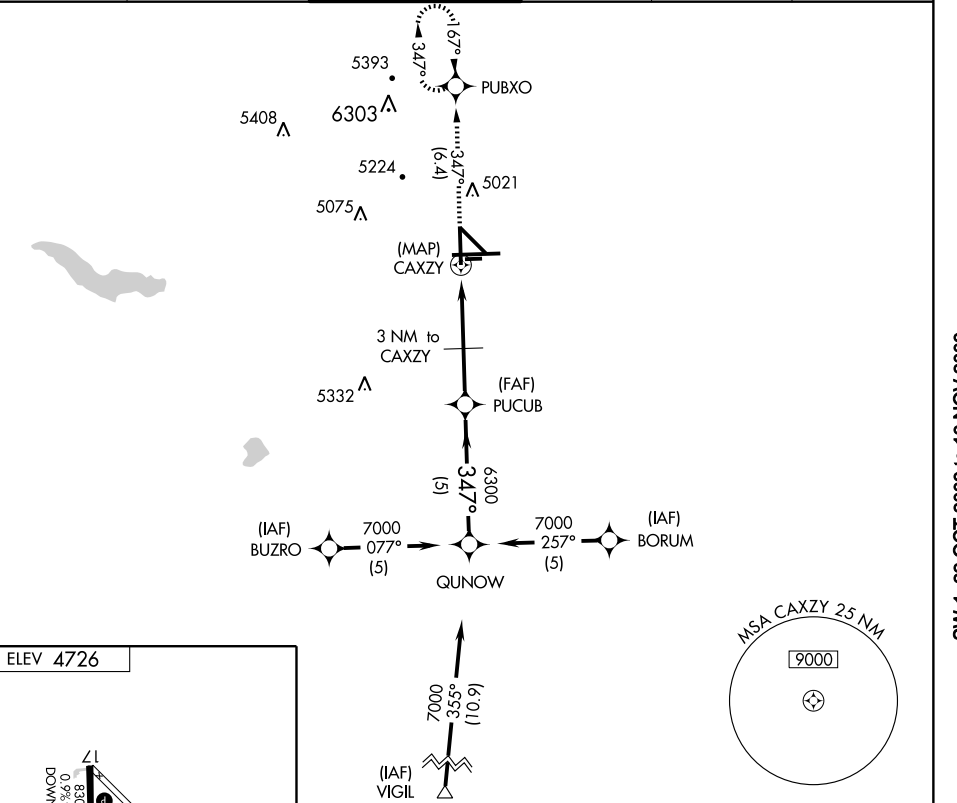
CATEGORY	A	B	C	D
S-17	5280-1	554 (600-1)	5280-1½ 554 (600-1½ )	5280-1¾ 554 (600-1¾ )
CIRCLING	5340-1	614 (700-1)	5340-1¾ 614 (700-1¾ )	5380-2 654 (700-2)



NA

MISSED APPROACH: Climb to 7500 via 347° course to PUBXO WP and hold.

ATIS ★ 125.25	DENVER APP CON ★ 120.1 290.5	PUEBLO TOWER ★ 119.1 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 120.9	UNICOM 122.95
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ELEV 4726

8308 X 150

0.9% DOWN

8L

4680 ±

0.4% UP

10496 X 150

0.3% UP

26R

3767 X 75

0.3% UP

4698

4732

35

TDZE 4674

10%

UP

347° to CAXZY

MIRL Rwy 17-35

HIRL Rwy 8L-26R

REIL Rwy 35

REIL Rws 17 and 26R

7500

347°

PUBXO

3 NM to CAXZY

1 NM to CAXZY

CAXZY

5620

3.05° TCH 36

PUCUB

6300

347°

7000

QUNOW

Procedure Turn NA

CATEGORY	A	B	C	D
S-35	5000-1 326 (300-1)			
CIRCLING	5340-1 614 (700-1)		5340-1 3/4 614 (700-1 3/4)	5360-2 634 (700-2)

SW-1. 22 OCT 2009 to 19 NOV 2009

LOC I-PUB <b><u>109.5</u></b>	APP CRS <b>077°</b>	Rwy Idg TDZE Apt Elev	<b>10496</b> <b>4668</b> <b>4726</b>
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ILS or LOC RWY 8L  
PUEBLO MEMORIAL (PUB)

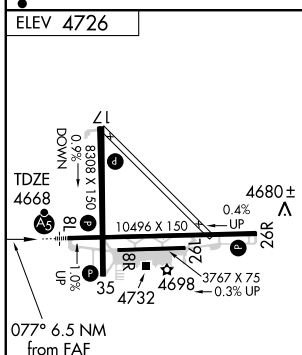
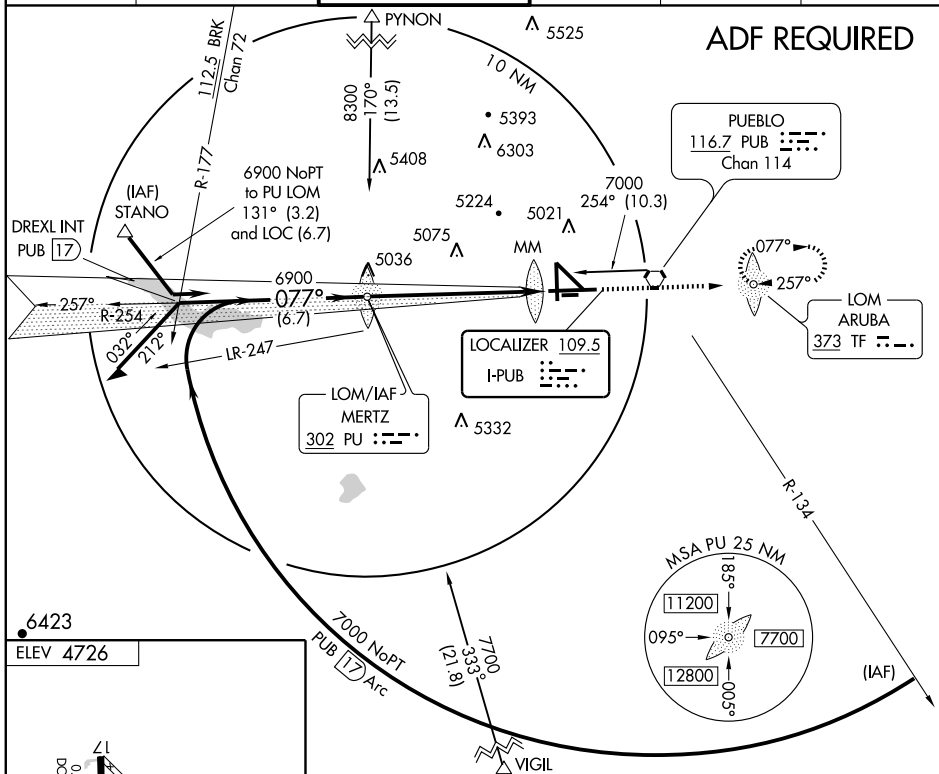
**T** \*Procedure turn not authorized for Cat. E aircraft.  
**A** Cat. E circling not authorized west of Rwy 17-35.  
ILS glideslope unusable for coupled approaches below 4910 MSL.

MALSR



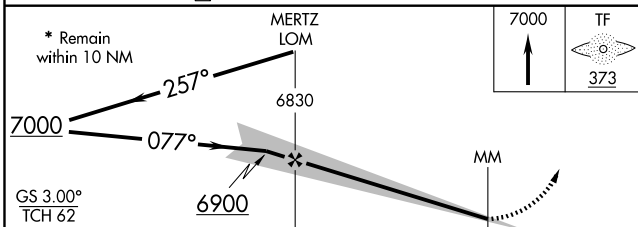
**MISSED APPROACH:** Climb to 7000 direct ARUBA LOM and hold.

ATIS ★ 125.25	DENVER APP CON ★ 120.1 290.5	PUEBLO TOWER ★ 119.1 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 120.9	UNICOM 122.95
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MIRL Rwy 17-35 **L**  
HIRL Rwy 8L-26R **L**  
REIL Rwy 35  
REIL Rwy 17 and 26R **L**

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10



				5.9 NM	0.6	
CATEGORY	A	B	C	D	E	
S-ILS 8L	4868-½ 200 (200-½)					
S-LOC 8L	5260-½ 592 (600-½)	5260-1¼ 592 (600-1)	5260-1¼ 592 (600-1¼)	5260-1½ 592 (600-1½)		
CIRCLING	5340-1 614 (700-1)	5340-1¾ 614 (700-1¾)	5380-2 654 (700-2)	5660-3 934 (1000-3)		

# ILS or LOC RWY 26R

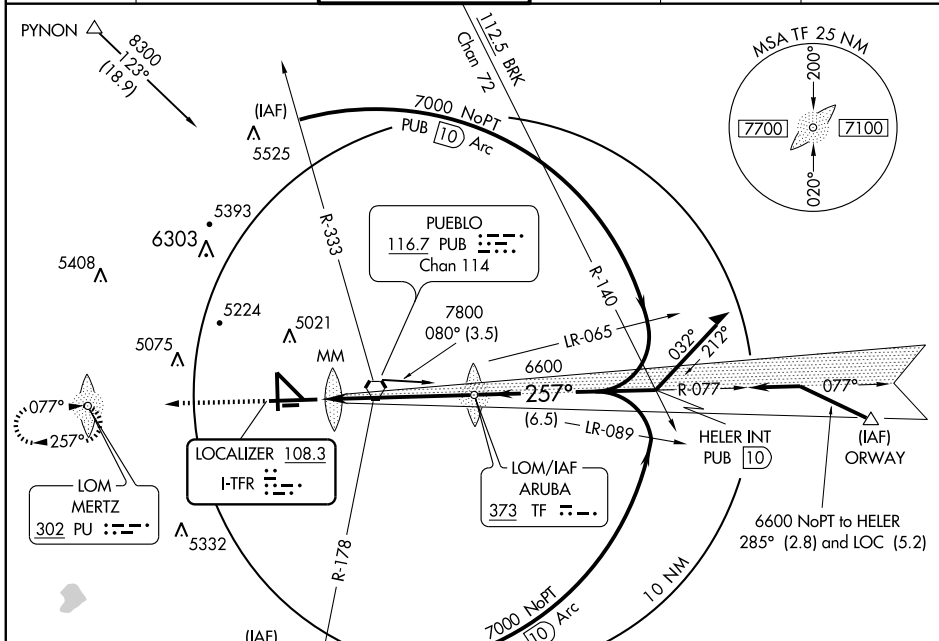
## PUEBLO MEMORIAL (PUB)

LOC I-TFR <b>108.3</b>	APP CRS <b>257°</b>	Rwy Idg TDZE Apt Elev
		<b>10496</b> <b>4656</b> <b>4726</b>

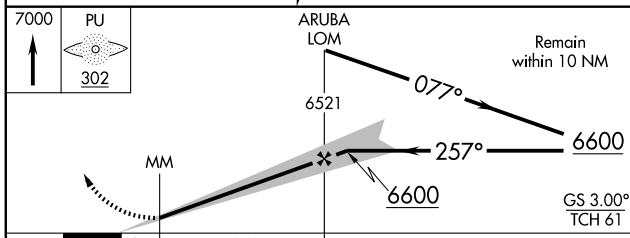
**Procedure not authorized when Pueblo altimeter setting not available.**

**MISSED APPROACH:** Climb to 7000 direct MERTZ LOM and hold. (TACAN aircraft climb to 5500 then climbing left turn to 8000 via PUB R-178 to HUNER 10 DME and hold south, right turns 358° inbound, 8 NM legs ).

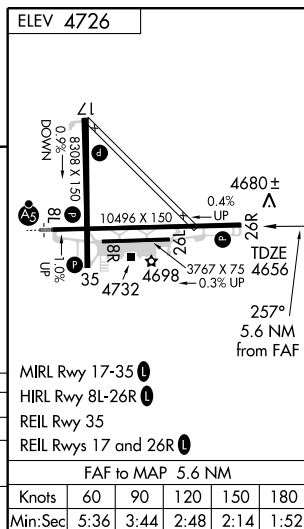
ATIS ★ <b>125.25</b>	DENVER APP CON ★ <b>120.1 290.5</b>	PUEBLO TOWER ★ <b>119.1 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>120.9</b>	UNICOM <b>122.95</b>
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### ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 26R		4856-3/4	200 (200-3/4)	
S-LOC 26R	5060-1	404 (400-1)	5060-1 1/4	404 (400-1 1/4)
CIRCLING	5340-1	614 (700-1)	5340-1 3/4	5380-2
			614 (700-1 3/4)	654 (700-2)



MIRL Rwy 17-35  
HIRL Rwy 8L-26R  
REIL Rwy 35  
REIL Rws 17 and 26R

FAF to MAP 5.6 NM


Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

WAAS CH <b>61011</b> <b>W08A</b>	APP CRS <b>077°</b>	Rwy Idg TDZE Apt Elev	<b>10496</b> <b>4668</b> <b>4726</b>
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RNAV (GPS) RWY 8L  
PUEBLO MEMORIAL (PUB)

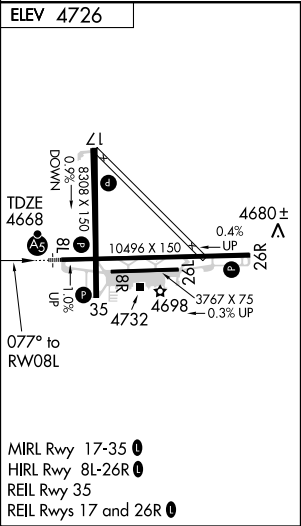
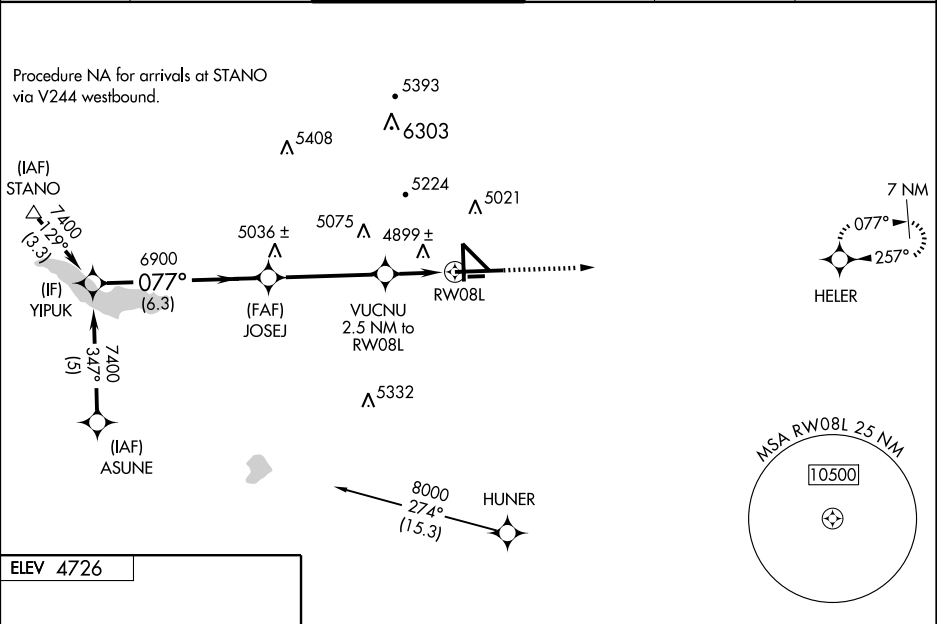
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 40°C (104°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use La Junta altimeter setting and increase all DA/MDA 200 feet and increase visibilities: LPV all Cats ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ¾ mile, and Circling Cat B ¾ mile and Cats C and D ¾ mile. When using La Junta altimeter setting, for inoperative MALSR increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using La Junta altimeter setting.

MALSR



MISSED APPROACH:  
Climb to 7000 direct  
HELER and hold.

ATIS ★ <b>125.25</b>	DENVER APP CON ★ <b>120.1 290.5</b>	PUEBLO TOWER ★ <b>119.1 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>120.9</b>	UNICOM <b>122.95</b>
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	<div><div>7000</div><div>HELER</div></div>			
	<div><div>YIPUK</div><div>JOSEJ</div><div>VUCNU 2.5 NM to RW08L</div><div>*1.4 NM to RW08L</div><div>*LNAV only</div></div>			
	<div><div>Procedure Turn NA</div><div>GS 3.00° TCH 62</div></div>			
	<div><div>6.3 NM</div><div>4.2 NM</div><div>1.1 NM</div><div>1.4 NM</div></div>			
CATEGORY	A	B	C	D
LPV DA	4918-1½ 250 (300-½)			
LNAV/ VNAV DA	5227-1½ 559 (600-1½)			
LNAV MDA	5160-½ 492 (500-½)		5160-¾ 492 (500-¾)	5160-1 492 (500-1)
CIRCLING	5340-1 614 (700-1)		5340-1¾ 614 (700-1¾)	5380-2 654 (700-2)

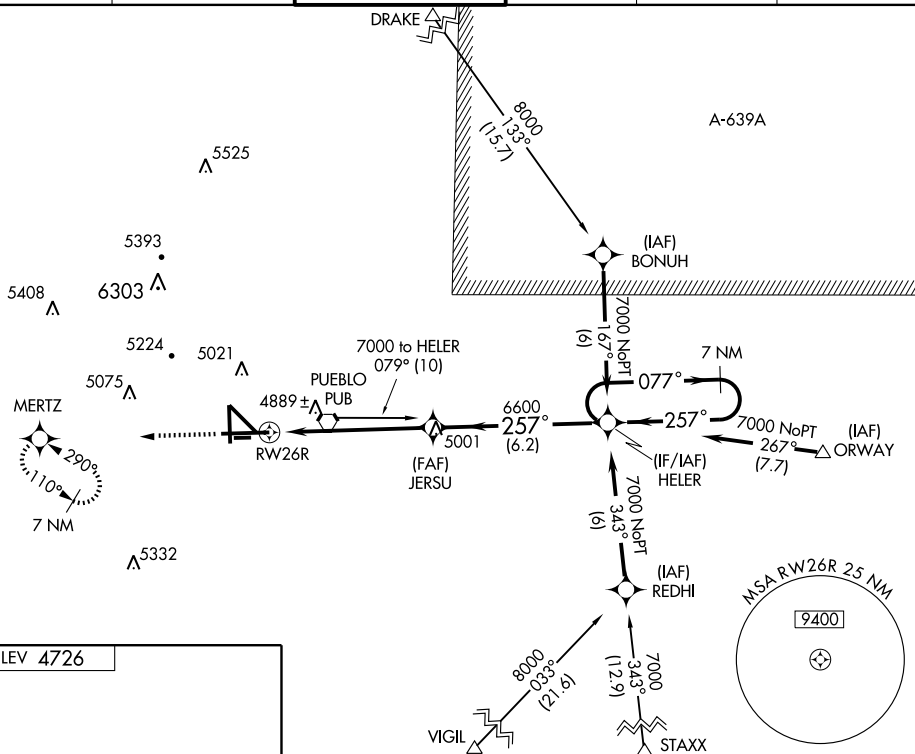
WAAS CH <b>45702</b> <b>W26A</b>	APP CRS <b>257°</b>	Rwy Idg <b>10496</b> TDZE <b>4656</b> Apt Elev <b>4726</b>
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RNAV (GPS) RWY 26R  
PUEBLO MEMORIAL (PUB)

**T** DME/DME RNP-0.3 NA.  
**A** If local altimeter setting not received, use city of Colorado Springs Muni altimeter setting and increase all DAs 369 feet and MDAs 380 feet. VDP NA when using city of Colorado Springs Muni altimeter setting.

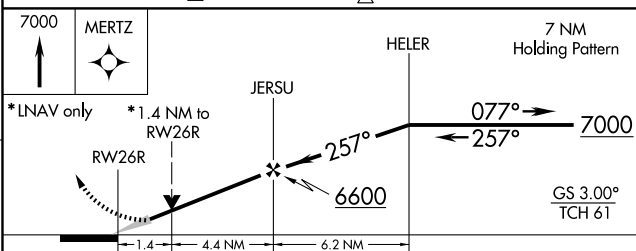
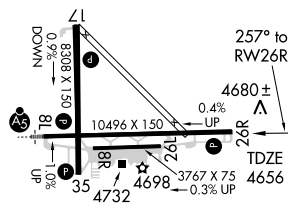
**MISSED APPROACH:** Climb to 7000 direct MERTZ and hold.

ATIS ★	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) 0 257.8	121.9	120.9	122.95



SW-1. 22 OCT 2009 to 19 NOV 2009

ELEV 4726



CATEGORY	A	B	C	D
LPV DA	4856- <sup>3</sup> / <sub>4</sub> 200 (200- <sup>3</sup> / <sub>4</sub> )			
LNAV MDA	5140-1	484 (500-1)	5140-1 <sup>1</sup> / <sub>4</sub> 484 (500-1 <sup>1</sup> / <sub>4</sub> )	5140-1 <sup>1</sup> / <sub>2</sub> 484 (500-1 <sup>1</sup> / <sub>2</sub> )
CIRCLING	5340-1	614 (700-1)	5340-1 <sup>3</sup> / <sub>4</sub> 614 (700-1 <sup>3</sup> / <sub>4</sub> )	5380-2 654 (700-2)

MIRL Rwy 17-35 **L**HIRL Rwy 8L-26R **L**

REIL Rwy 35

REIL Rwy 17 and 26R L

VORTAC PUB  
**116.7**  
Chan **114**

APP CRS  
244°

Rwy Idg	<b>10496</b>
TDZE	<b>4656</b>
Apt Elev	<b>4726</b>

VOR or TACAN RWY 26R  
PUEBLO MEMORIAL (PUB)

PUEBLO MEMORIAL (PUB)

**T** Procedure not authorized when Pueblo altimeter  
**A** setting not available.

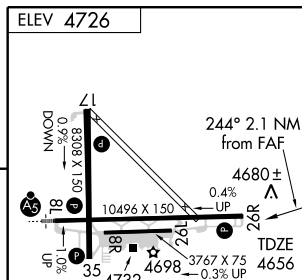
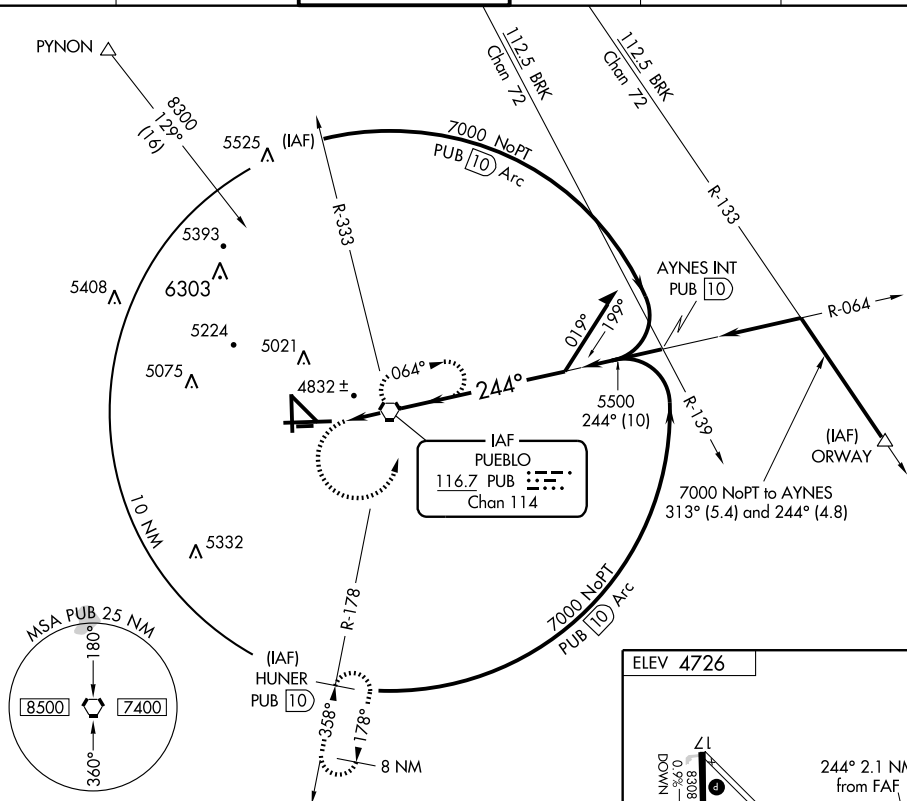
**MISSED APPROACH:** Climbing left turn to 7000 direct PUB VORTAC and hold. (TACAN aircraft climbing left turn to 8000 via PUB R-178 to HUNER 10 DME and hold south, right turns, 358° inbound, 8 NM legs.)

ATIS ★  
125.25

DENVER APP CON ★  
120.1 290.5

PUEBLO TOWER ★  
119.1 (CTAF) 0 257.8

GND CON  
**121.9**

CLNC DEL  
**120.9**UNICOM  
122.95

MIRL Rwy 17-35 L

HIRL Rwy 8L-26R **L**

REIL Rwy 35

REIL Rwy 17 and 26R **L**

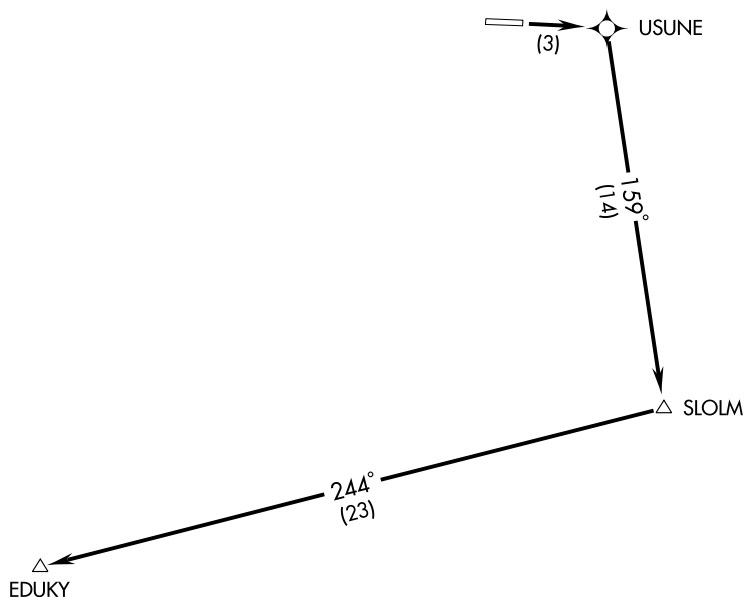
FAF to MAP 1.6 NM

Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

## EDUKY TWO DEPARTURE (RNAV)

RIFLE, COLORADO

DENVER CENTER  
134.5 327.8

TAKE-OFF MINIMUMS

Rwy 26: NA- ATC.

Rwy 8: Standard with a minimum climb of 396' per NM to 11100.

NOTE: GPS Required.

NOTE: RNAV 1

TAKE-OFF OBSTACLE NOTES

Rwy 8: Multiple transmission line towers beginning 1.2 NM from DER, 437' right of centerline, up to 150' AGL/6069' MSL.

Numerous trees beginning 1.9 NM from DER, 647' right of centerline, up to 100' AGL/5983' MSL.

Terrain beginning 124' from DER, 287' right of centerline, up to 5863' MSL.

Pole, 1083' from DER, 656' right of centerline, 28' AGL/5588' MSL.

NOTE: Chart not to scale.





## DEPARTURE ROUTE DESCRIPTION

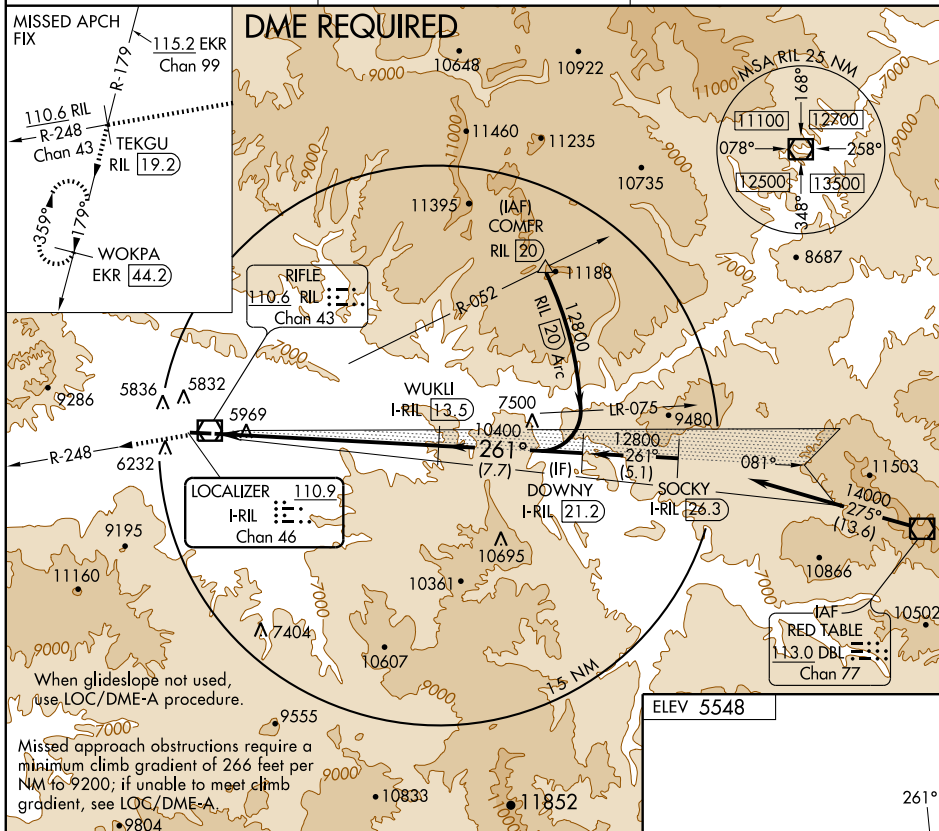
TAKE-OFF RUNWAY 8: Climb to 13000 direct USUNE, and via 159° track to SLOLM and via 244° track to EDUKY.

LOC/DME I-RIL <b>110.9</b> Chan <b>46</b>	APP CRS <b>261°</b>	Rwy Idg <b>7011</b> TDZE <b>5548</b> Apt Elev <b>5548</b>
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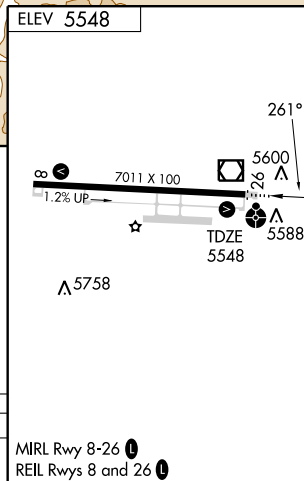
ILS RWY 26  
RIFLE/GARFIELD COUNTY RGNL (RIL)

 <p>Circling not authorized. Use I-RIL DME when on localizer course. Visibility reduction by helicopters NA.</p>	<p>ODALS</p> 	<p>MISSED APPROACH: Climb to 13000 via RIL VOR/DME R-248 to TEKGU/RIL 19.2 DME and via EKR VOR/DME R-179 to WOKPA/EKR 44.2 DME and hold.</p>
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ASOS <b>135.275</b>	DENVER CENTER <b>134.5 327.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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13000 ↑ RIL R-248 <u>110.6</u>	TEKGU RIL <u>19.2</u>	EKR R-179 <u>115.2</u>	WOKPA EKR <u>44.2</u>	Procedure Turn NA WUKU I-RIL <u>13.5</u>	DOWNY I-RIL <u>21.2</u>
CATEGORY	A	B	C	D	
S-ILS 26	6800-4 1252 (1300-4)			NA	





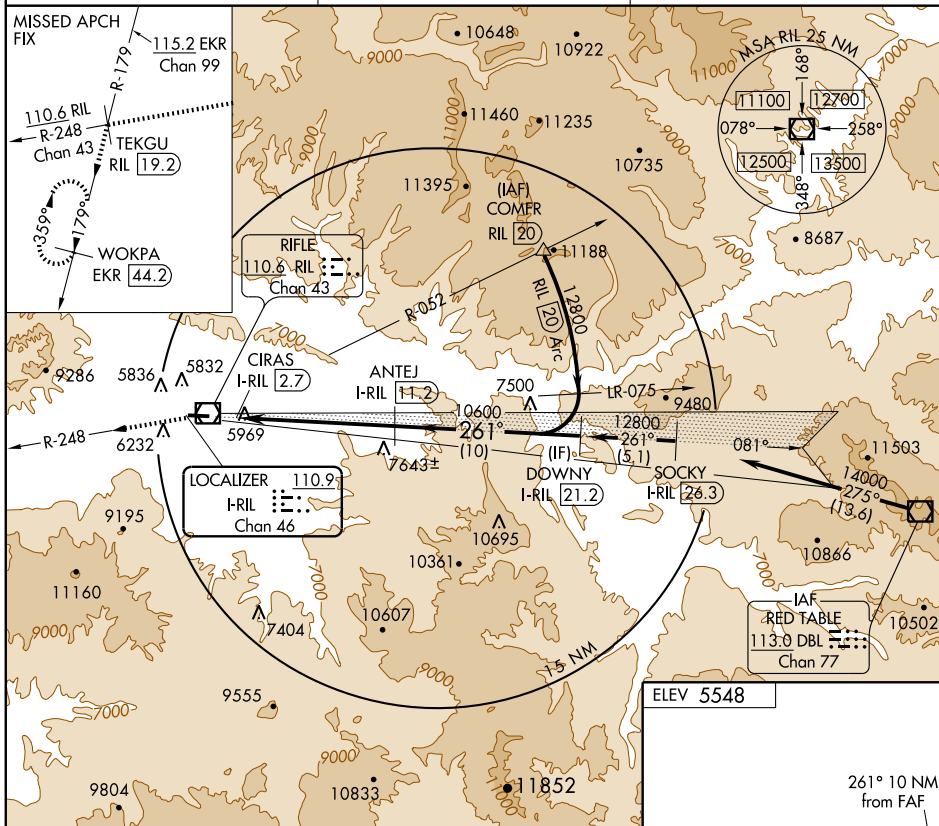
LOC/DME I-RIL <b>110.9</b> Chan <b>46</b>	APP CRS <b>261°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>5548</b>
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# LOC/DME-A

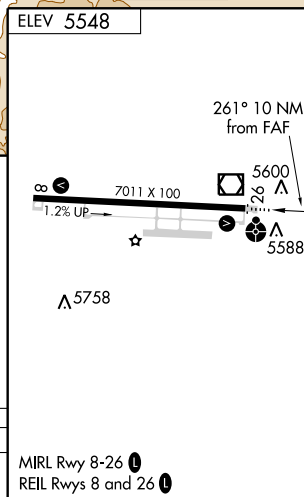
RIFLE/GARFIELD COUNTY RGNL (RIL)

<p><b>⚠</b> Circling not authorized at night south of Rwy 8-26. Use I-RIL DME when on localizer course.</p>	<p>MISSED APPROACH: Climb to 13000 via RIL VOR/DME R-248 to TEKGU/RIL 19.2 DME and via EKR VOR/DME R-179 to WOKPA/EKR 44.2 DME and hold.</p>
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ASOS <b>135.275</b>	DENVER CENTER <b>134.5 327.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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13000 ↑ RIL R-248 110.6	TEKGU RIL 19.2	EKR R-179 115.2	WOKPA EKR 44.2	DOWNY I-RIL 21.2
<p>ANTEJ I-RIL 11.2</p> <p>CIRAS I-RIL 2.7</p> <p>10600</p> <p>261°</p> <p>12800</p> <p>Procedure Turn NA</p> <p>1.5 NM 8.5 NM 10 NM</p>				
CATEGORY	A	B	C	D
CIRCLING	7860-13¼	2312 (2400-13¼)	7860-3 2312 (2400-3)	NA



⚠

Circling not authorized at night south of Rwy 8-26.

⚠

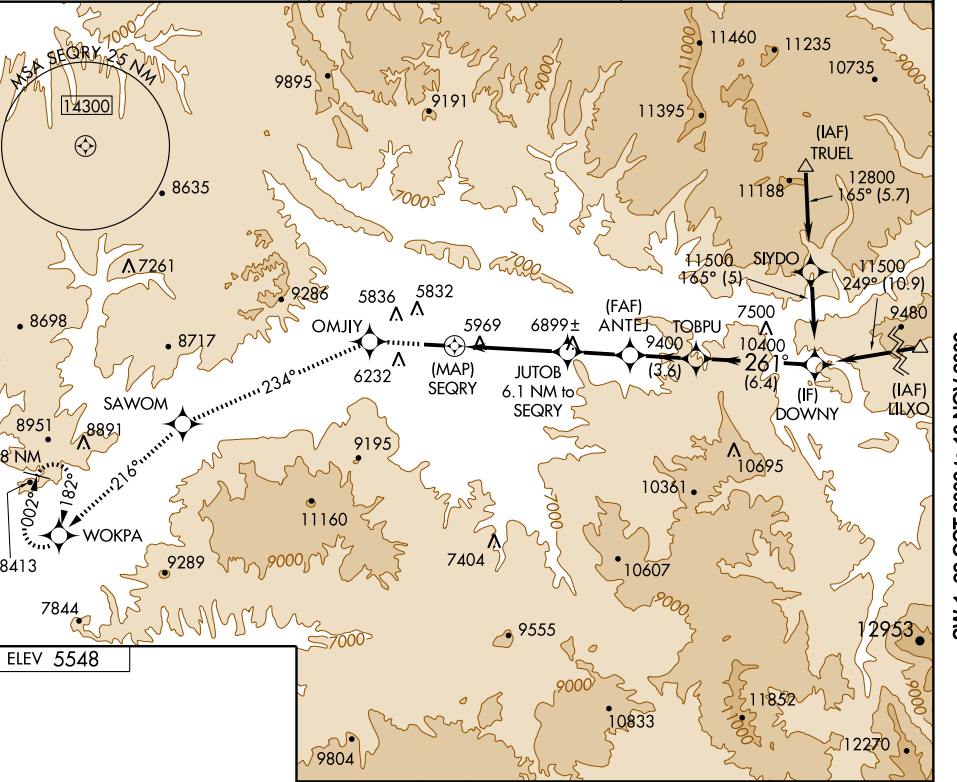
Visibility reduction by helicopters NA.

DME/DME RNP-0.3 NA.

ODALS

MISSED APPROACH: Climb to 13000 direct OMJIY and via 234° track to SAWOM and via 216° track to WOKPA and hold.

ASOS 135.275	DENVER CENTER 134.5 327.8	UNICOM 122.8 (CTAF) 0
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ELEV 5548

MIRL Rwy 8-26 0

REIL Rwy 8 and 26 0

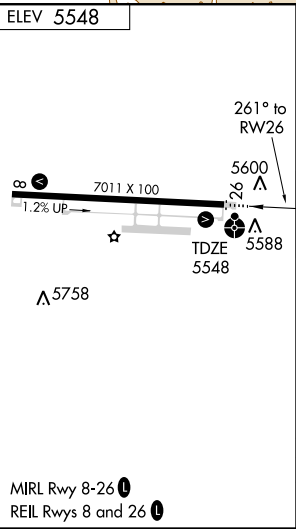
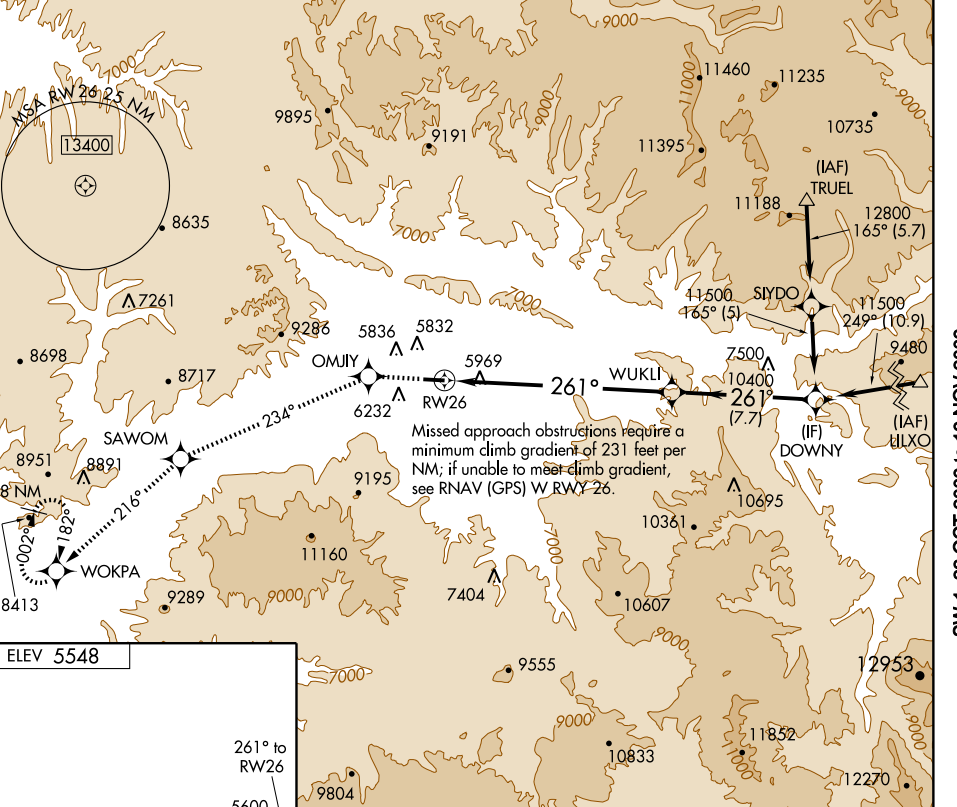
13000	OMJIY	234° track	SAWOM	216° track	WOKPA	VGSI and descent angles not coincident.	DOWNY
		JUTOB 6.1 NM to SEGRY	ANTEJ	TOBPU			
		3.8 NM to SEGRY					
		SEGRY					
		8200	9400	10400			11500
		3.71° TCH 51					
		0.5	3.8 NM	2.3 NM	3.4 NM	3.6 NM	6.4 NM
CATEGORY	A	B	C	D			
LNAV MDA	7180-1¼ 1632 (1700-¼)	7180-1½ 1632 (1700-½)	7180-3 1632 (1700-3)	NA			
CIRCLING	7180-1¼ 1632 (1700-¼)	7180-1½ 1632 (1700-½)	7180-3 1632 (1700-3)	NA			

SW-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH <b>93708</b> <b>W26A</b>	APP CRS <b>261°</b>	Rwy Idg TDZE Apt Elev	<b>7011</b> <b>5548</b> <b>5548</b>
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<div><div>▼</div><div>▲</div></div> <div>Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.</div>	<div>ODALS</div> <div></div>	MISSED APPROACH: Climb to 13000 direct OMJY and via 234° track to SAWOM and via 216° track to WOKPA and hold.
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ASOS <b>135.275</b>	DENVER CENTER <b>134.5 327.8</b>	UNICOM <b>122.8 (CTAF)</b>
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		234° track		216° track		Procedure Turn NA
VGSI and RNAV glidepath not coincident.						DOWNY
						GS 3.60° TCH 56
12.2 NM						7.7 NM
CATEGORY	A	B	C	D		
LPV DA	6371-2½ 823 (900-2½)					NA

SW-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg
066°	7011
	TDZE
	5498
	Apt Elev
	5548

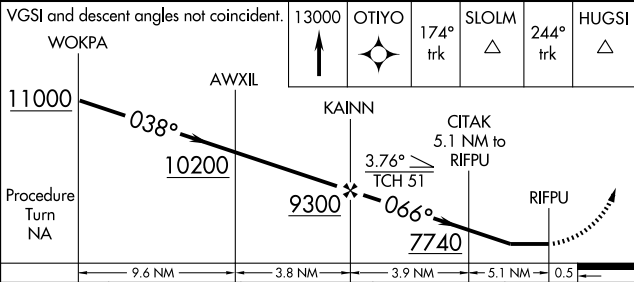
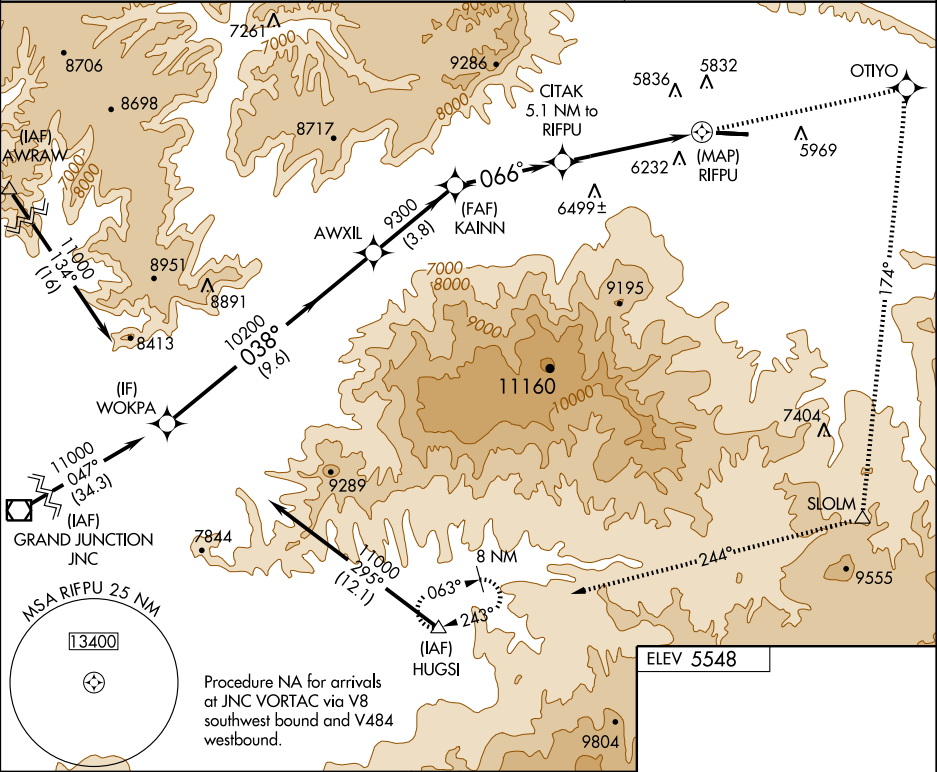
# RNAV (GPS) Y RWY 8

RIFLE/ GARFIELD COUNTY RGNL (RIL)

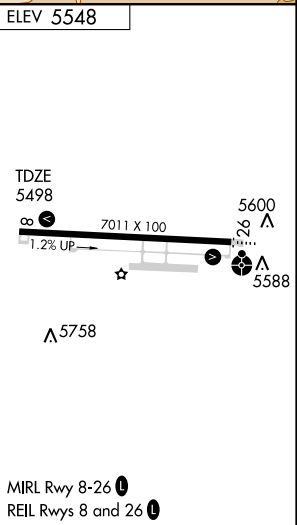
**⚠** Circling not authorized at night south of Rwy 8-26.  
**⚠** Visibility reduction by helicopters NA.  
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 13000 direct OTIYO and via 174° track to SLOLM and via 244° track to HUGSI and hold.

ASOS 135.275	DENVER CENTER 134.5 327.8	UNICOM 122.8 (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LNAV MDA	7380-1¼ 1882 (1900-1¼)	7380-1½ 1882 (1900-1½)	7380-3 1882 (1900-3)	NA
CIRCLING	7380-1¼ 1832 (1900-1¼)	7380-1½ 1832 (1900-1½)	7380-3 1832 (1900-3)	NA



APP CRS <b>261°</b>	Rwy Idg TDZE Apt Elev	<b>7011</b> <b>5548</b> <b>5548</b>
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## RNAV (RNP) Y RWY 26

RIFLE/GARFIELD COUNTY RGNL (RIL)

- ▼ GPS required. Visibility reduction by helicopters NA.  
 ▲ Procedure NA for aircraft with wingspan greater than 136 feet.  
 For uncompensated Baro-VNAV systems, procedure NA below  
 -21°C (-6°F) or above 38°C (101°F).  
 \* Missed approach requires minimum climb of 270 feet per NM  
 When VGSI inoperative, procedure NA at night.

ODALS

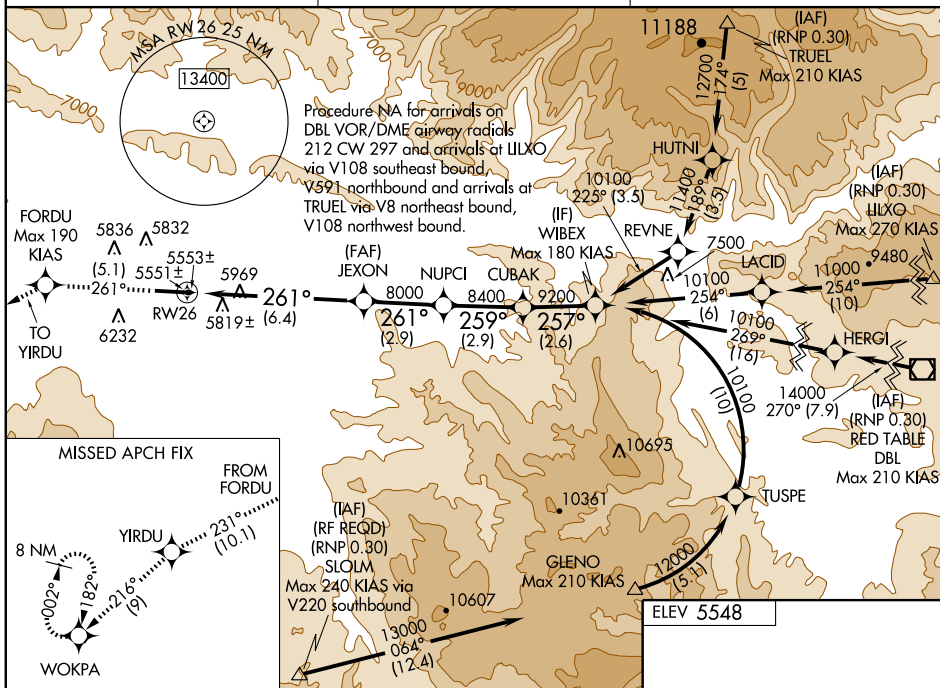


**MISSED APPROACH:** (Do not exceed 190 KIAS until FORDU) Climb to 13000 via 261° track to FORDU and via 231° track to YIRDU and via 216° track to WOKPA and hold, continue climb-in-hold to 13000.




ASOS  
135.275

DENVER CENTER  
134.5 327.8

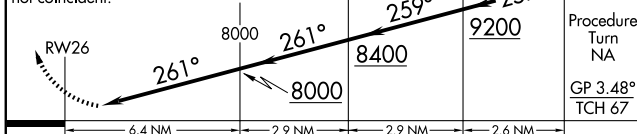
UNICOM  
122.8 (CTAF) 



SW-1. 22 OCT 2009 to 19 NOV 2009

13000 ↑ 261°	FORDU 	231° track	YIRDU 	216° track	WOKPA 
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VGSI and RNAV glidepath  
not coincident



CATEGORY	A	B	C	D
RNP 0.30 DA*	6205-2	657 (700-2)		NA
RNP 0.30 DA	6333-2 $\frac{1}{4}$	785 (800-2 $\frac{1}{4}$ )		NA

**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**

MIRL Rwy 8-26 L

REIL Rwy 8 and 26 L

APP CRS	Rwy Idg	<b>7011</b>
<b>081°</b>	TDZE	<b>5498</b>
	Apt Elev	<b>5548</b>

# RNAV (RNP) Z RWY 8

RIFLE/ GARFIELD COUNTY RGNL (RIL)

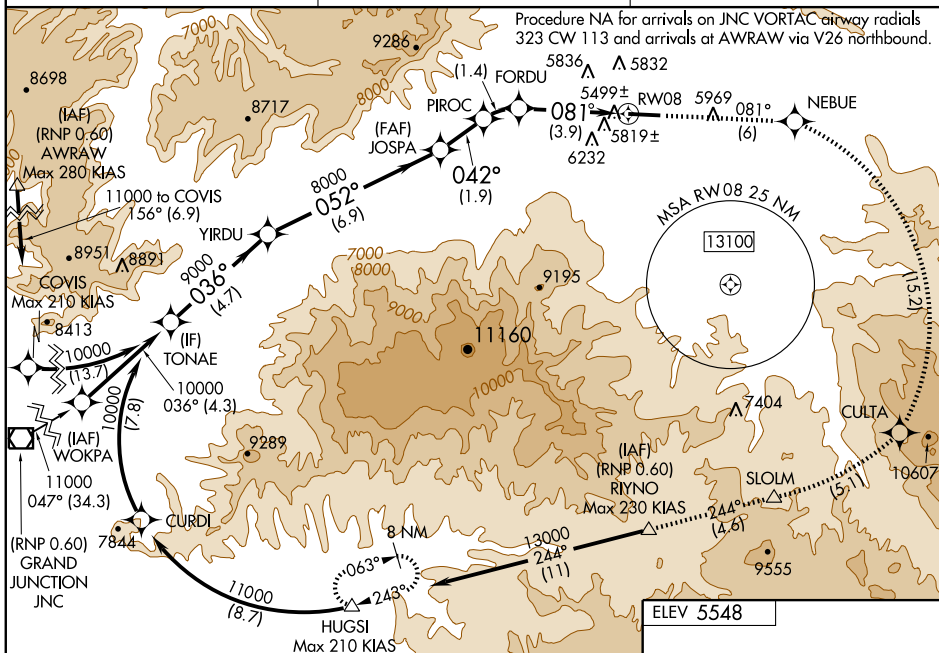
- ▼** Procedure NA for aircraft with wingspans greater than 136 feet.  
**▲** For uncompensated Baro-VNAV systems, procedure NA below -21°C (-6°F) or above 54°C (130°F).  
 \* Missed approach requires minimum climb of 425 feet per NM to 11000.  
 \*\* Missed approach requires minimum climb of 425 feet per NM to 9700; if unable, see RNAV (GPS) Y RWY 8. RF and GPS required.

**MISSED APPROACH:** Climb to 13000 via 081° track to NEBUE and via right turn to CULTA and via right turn to SLOLM and via 244° track to RIYNO and via 244° track to HUGSI and hold.

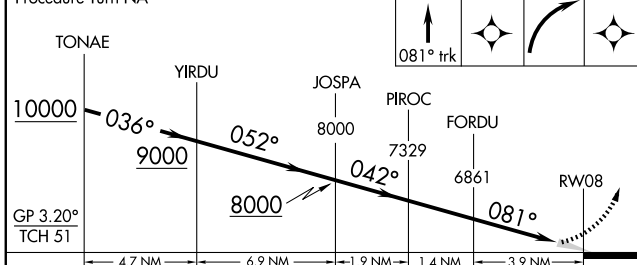
ASOS  
**135.275**

DENVER CENTER  
**134.5 327.8**

UNICOM  
**122.8 (CTAF) ①**



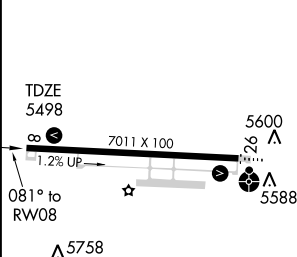
Procedure Turn NA



CATEGORY	A	B	C	D
RNP 0.10 DA*	5783-1	285 (300-1)		NA
RNP 0.30 DA**	6390-3	892 (900-3)		NA

**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**

ELEV 5548



MIRL Rwy 8-26 ①  
REIL Rlys 8 and 26 ①

APP CRS	Rwy Idg	<b>7011</b>
<b>261°</b>	TDZE	<b>5548</b>
	Apt Elev	<b>5548</b>

# RNAV (RNP) Z RWY 26

## RIFLE/ GARFIELD COUNTY RGNL (RIL)

- T** RF and GPS required. Visibility reduction by helicopters NA.  
**A** Procedure NA for aircraft with wingspan greater than 136 feet.  
 For uncompensated Baro-VNAV systems, procedure NA below -21°C (-6°F) or above 38°C (101°F). Missed approach requires RNP less than 1.0.  
 \*Missed approach requires minimum climb of 425 feet per NM to 6500.  
 When VGSI inoperative, procedure NA at night.

ODALS

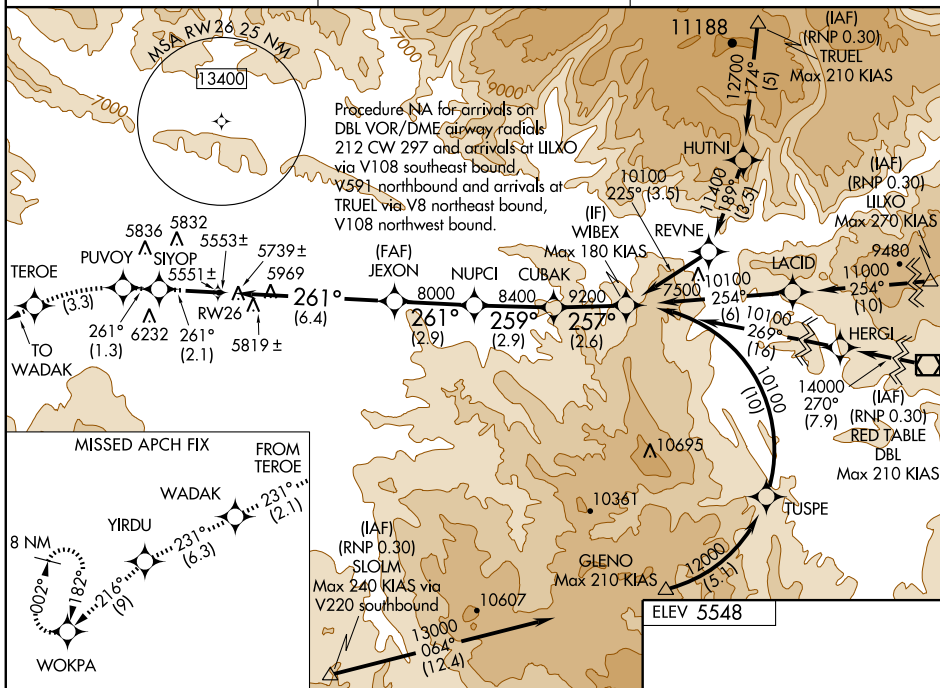


**MISSED APPROACH:** Climb to 13000 via 261° track to SIYOP and via 261° track to PUVOY and via left turn to TEROE and via 231° track to WADAK and via 231° track to YIRDU and via 216° track to WOKPA and hold, continue climb-in-hold to 13000.

ASOS  
**135.275**

DENVER CENTER  
**134.5 327.8**

UNICOM  
**122.8 (CTAF) ①**



13000 ↑ 261°	SIYOP ✧	261° track	PUVOY ✧				
VGSI and RNAV glidepath not coincident.				JEXON 8000	NUPCI 8400	CUBAK 9200	WIBEX 10100
RW26 ↙				261°	259°	257°	Procedure Turn NA
				8000	8400	9200	GP 3.48° TCH 67
6.4 NM				2.9 NM	2.9 NM	2.6 NM	
CATEGORY	A		B		C		D
RNP 0.10 DA*	5990-1¼		442 (500-1¼)				NA
RNP 0.30 DA	6193-2		645 (700-2)				NA

**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**

MIRL Rwy 8-26 ①

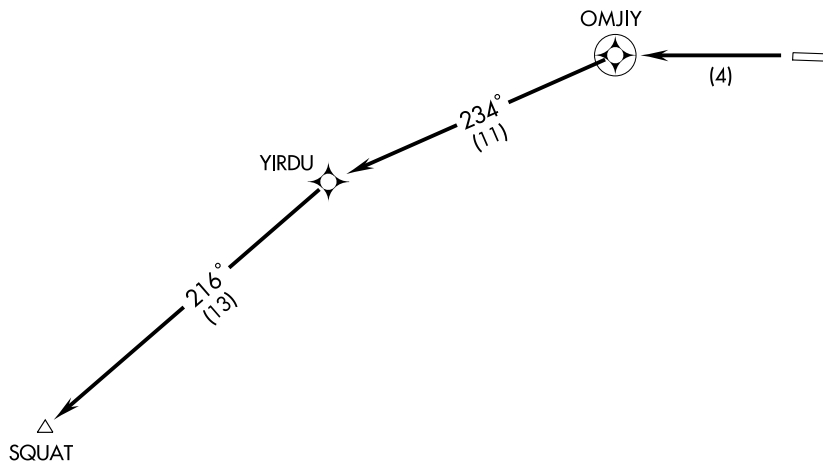
REIL Rws 8 and 26 ①

## SQUAT TWO DEPARTURE (RNAV) (OBSTACLE)

RIFLE, COLORADO

DENVER CENTER

134.5 327.8

TAKE-OFF MINIMUMS

Rwy 8: NA- ATC.

Rwy 26: Standard with minimum climb of 397' per NM to 9700.

NOTE: GPS Required.

NOTE: RNAV 1

NOTE: Chart not to scale.



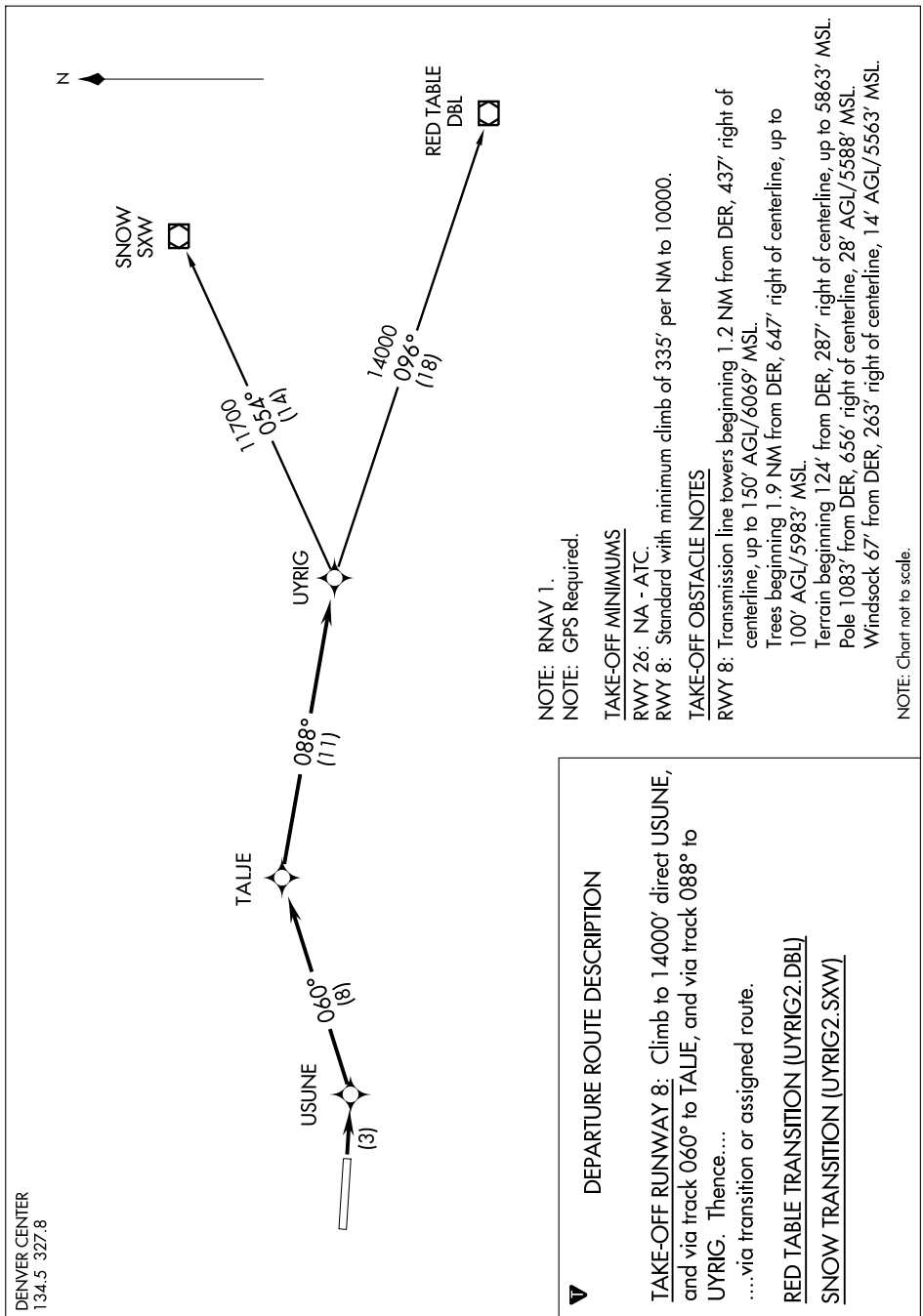
## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 26: Climb to 10500 direct OMJIY, and via 234° track to YIRDU, and via 216° track to SQUAT.



# UYRIG TWO DEPARTURE (RNAV)

RIFLE, COLORADO



VOR/DME RIL <b>110.6</b> Chan <b>43</b>	APP CRS <b>128°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>5548</b>
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# VOR/DME-C

RIFLE/GARFIELD COUNTY RGNL (RIL)



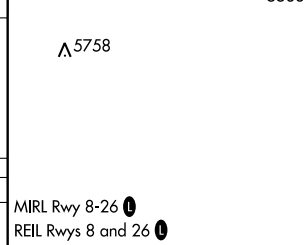
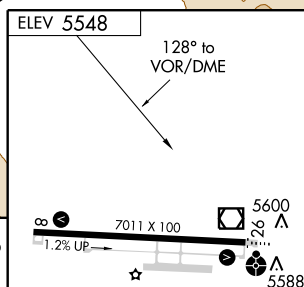
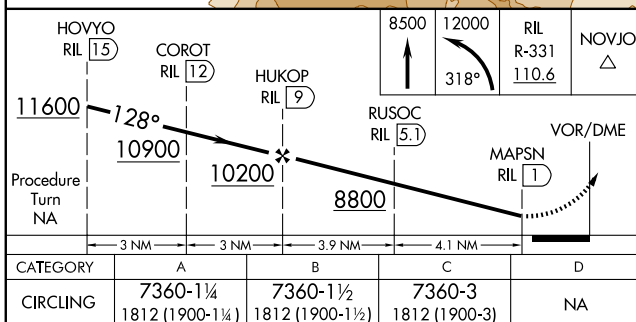
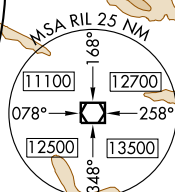
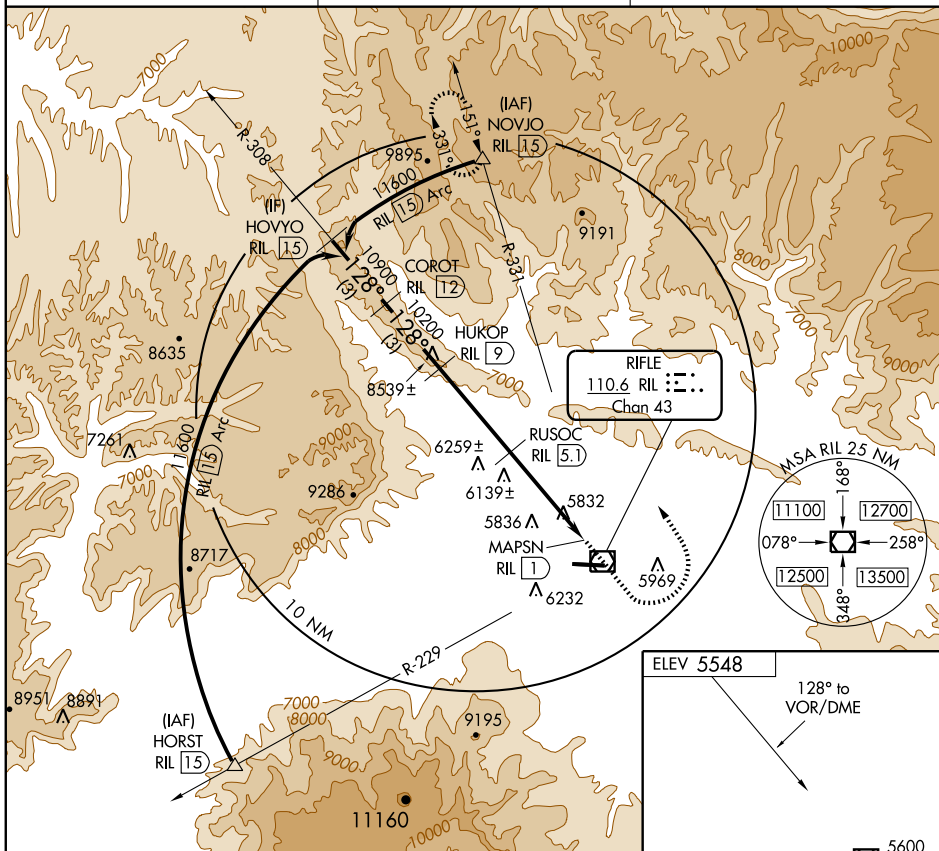
Circling NA south of Rwy 8-26 at night.

MISSED APPROACH: Climb to 8500, then climbing left turn to 12000 via heading 318° and RIL R-331 to NOVJO/15 DME and hold, continue climb-in-hold to 12000.

ASOS  
**135.275**

DENVER CENTER  
**134.5 327.8**

UNICOM  
**122.8 (CTAF) 0**



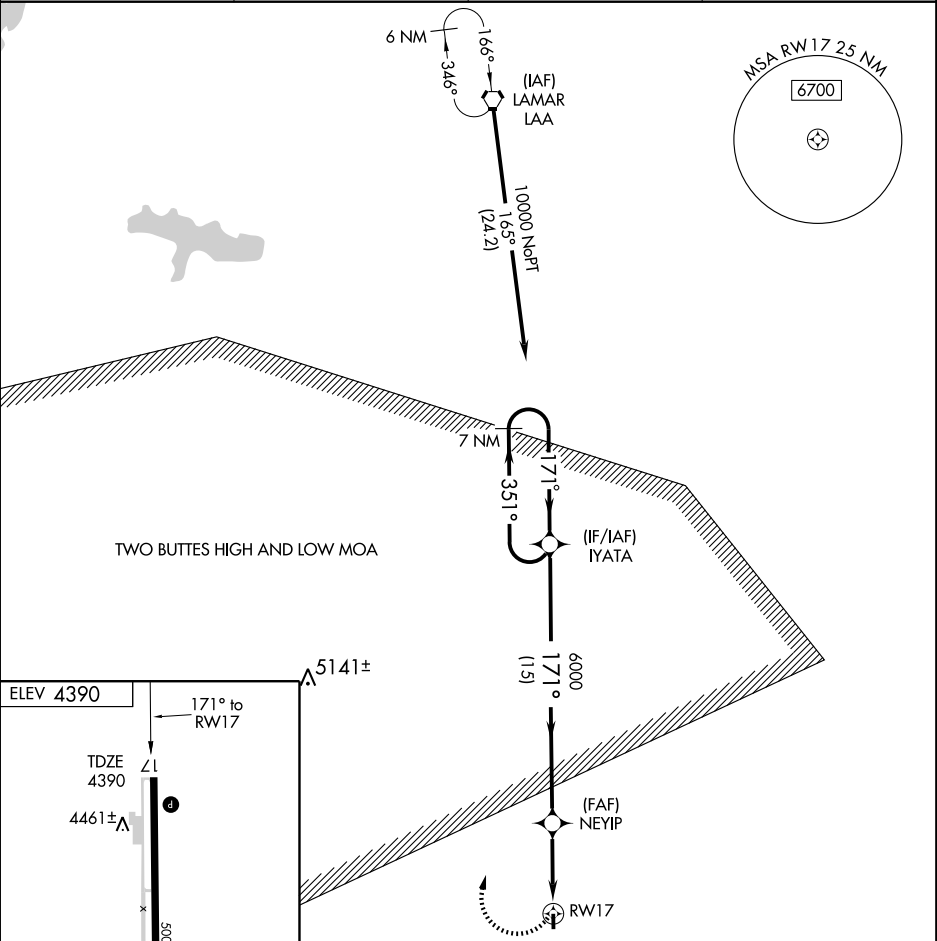


APP CRS	Rwy Idg	
171°	TDZE	4390
	Apt Elev	4390

RNAV (GPS) RWY 17  
SPRINGFIELD MUNI (8V7)

Use Lamar altimeter setting, if not received use La Junta altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. MISSED APPROACH: Climbing right turn to 10000 direct IYATA and hold, continue climb-in-hold to 10000.

AWOS-3 122.9	LAMAR MUNI ASOS 135.625	DENVER CENTER 133.4 377.175	CTAF 122.9
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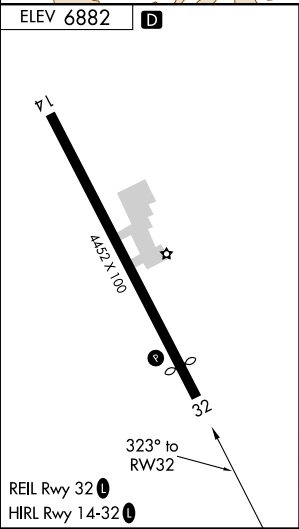
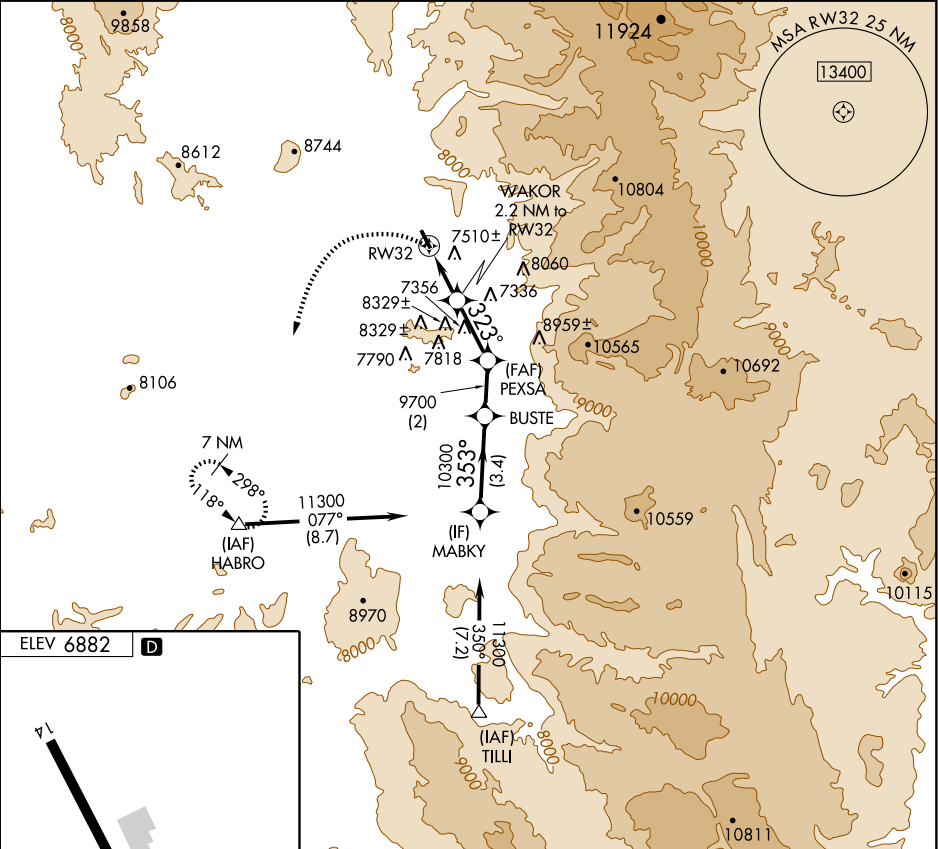
7 NM Holding Pattern		IYATA	NEYP	10000	IYATA
10000		351°	171°	171°	3.04° TCH 30
15 NM		4.9 NM			
CATEGORY	A	B	C	D	
LNAV MDA	4960-1	570 (600-1)			NA
CIRCLING	5020-1	630 (700-1)			NA

APP CRS	Rwy Idg	N/A
323°	TDZE	N/A
	Apt Elev	6882

**NA** Circling NA northeast of Rwy 14-32.  
DME/DME RNP-0.3 NA.  
When local altimeter setting not received, use Yampa Valley  
altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 11300 direct  
HABRO and hold, continue climb-in-hold to 11300.

AWOS-3 118.325	DENVER CENTER 120.475 235.975	UNICOM 122.8 (CTAF)
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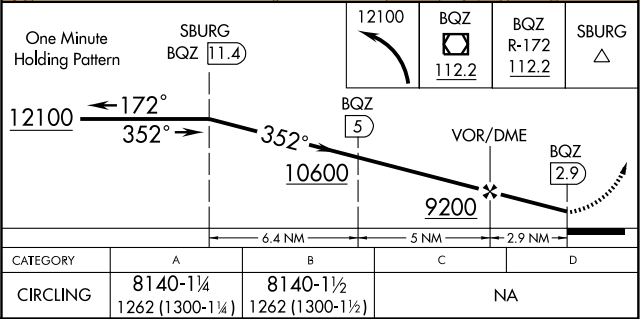
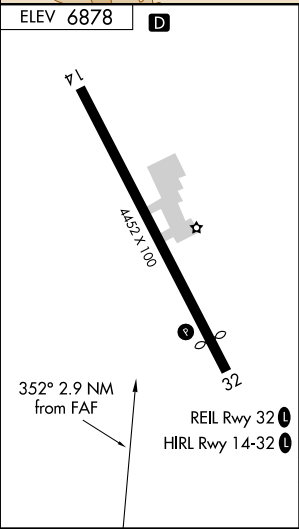
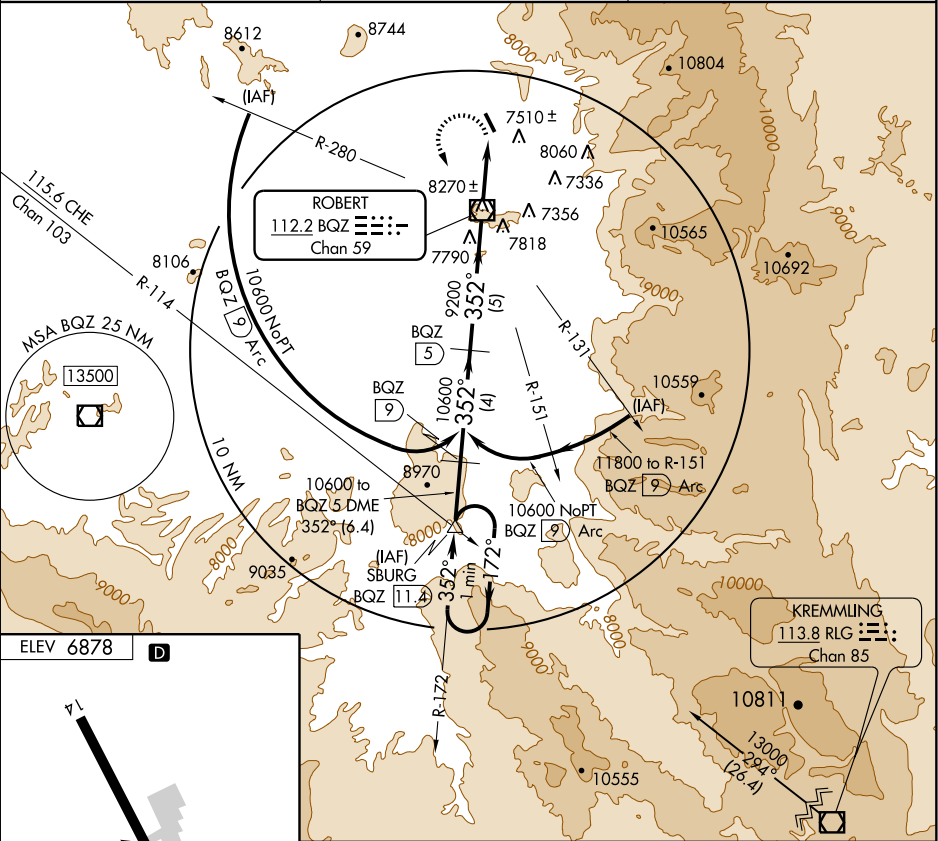
11300	HABRO	VGSI and descent angles not coincident.	MABKY
		WAKOR 2.2 NM to RW32	BUSTE
		PEXSA	
		323°	353°
		8740	10300
		9700	11300
		2.2 NM	2.4 NM
		2 NM	3.4 NM
CATEGORY	A	B	C
CIRCLING	7980-1¼ 1098 (1100-1¼)	7980-1½ 1098 (1100-1½)	NA

VOR/DME BQZ	APP CRS	Rwy Idg	N/A
112.2	352°	TDZE	N/A
Chan 59		Apt Elev	6878

STEAMBOAT SPRINGS/ BOB ADAMS FIELD (SBS)

Obtain local altimeter setting on CTAF; when not received, procedure not authorized. NA Procedure not authorized at night. Circling not authorized northeast of Rwys 14 and 32.	MISSED APPROACH: Climbing left turn to 12100 direct BQZ VOR/DME then via BQZ VOR/DME R-172 to SBURG Int and hold.
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AWOS-3 118.325	DENVER CENTER 120.475 235.975	UNICOM 122.8 (CTAF) 0
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GPS RWY 33  
STERLING MUNI (STK)

APP CRS	Rwy Idg	4708
332°	TDZE	4033
	Apt Elev	4038

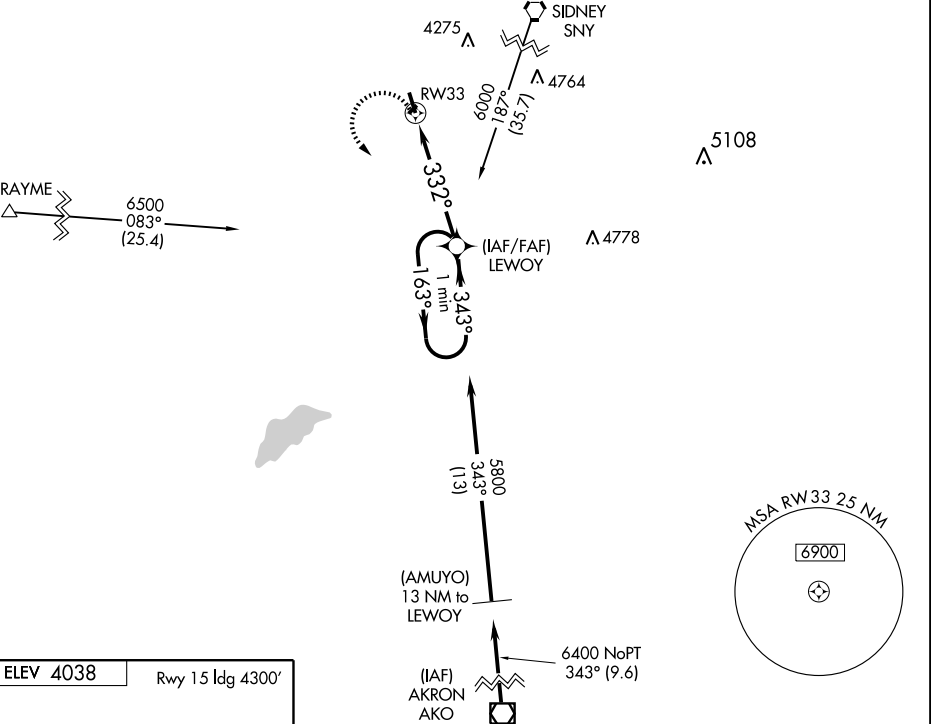
Obtain local altimeter setting on CTAF; when not received, use Akron-Washington County altimeter setting.

MISSED APPROACH: Climbing left turn to 6000 direct LEWOY WP and hold.

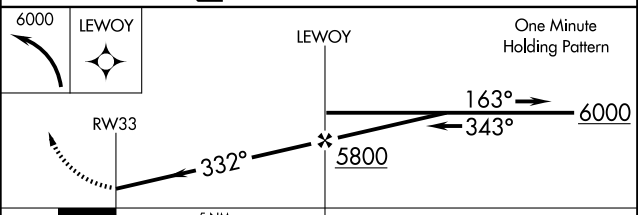
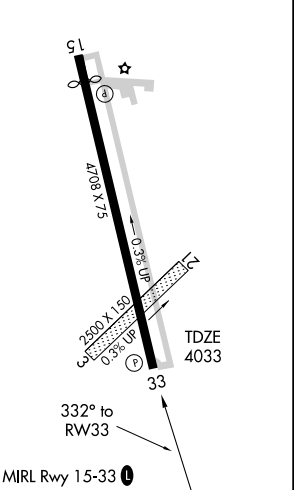
AWOS-3  
118.525

DENVER CENTER  
118.475 225.4

UNICOM  
122.8 (CTAF)



ELEV 4038 Rwy 15 Idg 4300'

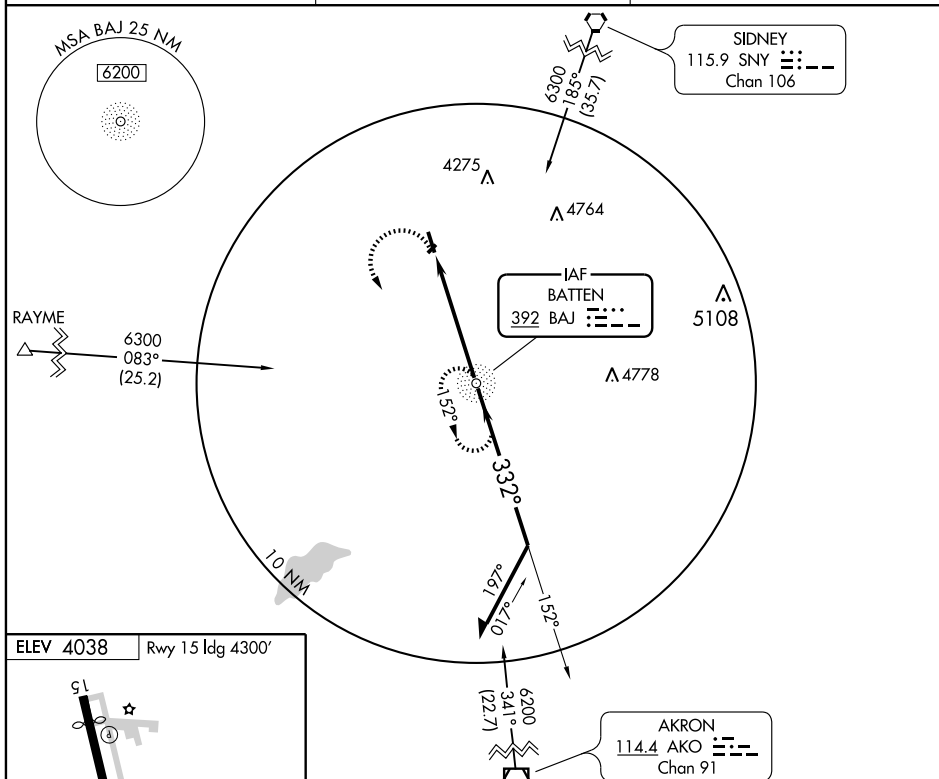


CATEGORY	A	B	C	D
S-33	4460-1 427 (500-1)		4460-1¼ 427 (500-1¼)	4460-1½ 427 (500-1½)
CIRCLING	4520-1 482 (500-1)	4540-1 502 (600-1)	4580-1½ 542 (600-1½)	4600-2 562 (600-2)
AKRON-WASHINGTON COUNTY ALTIMETER SETTING MINIMUMS				
S-33	4620-1 587 (600-1)		4620-1½ 587 (600-1½)	4620-1¾ 587 (600-1¾)
CIRCLING	4680-1 642 (700-1)	4700-1 662 (700-1)	4740-2 702 (800-2)	4760-2¼ 722 (800-2¼)

NDB RWY 33  
STERLING MUNI (STK)

MISSED APPROACH: Climbing left turn to 6000 direct to BAJ NDB and hold.

UNICOM  
122.8 (CTAF) **L**



SW-1. 22 OCT 2009 to 19 NOV 2009

Diagram illustrating the VOR and VORTAC stations:

- VOR Station (BAJ):** Frequency 392, bearing 6000.
- VORTAC Station (NDB):** Frequency 5600, bearing 332°.
- Distance:** 152° bearing from the VORTAC station to the VOR station.
- Requirement:** Remain within 10 NM.

CATEGORY	A	B	C	D
S-33	4460-1 427 (500-1)			4460-1½ 427 (500-1½)
CIRCLING	4460-1 423 (500-1)	4500-1 463 (500-1)	4500-1½ 463 (500-1½)	4600-2 563 (600-2)



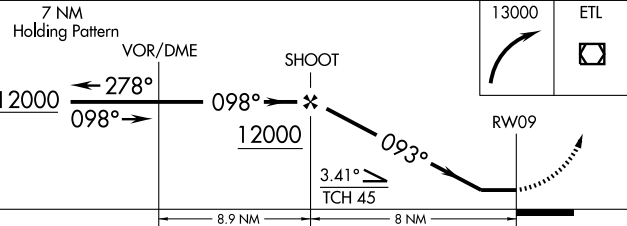
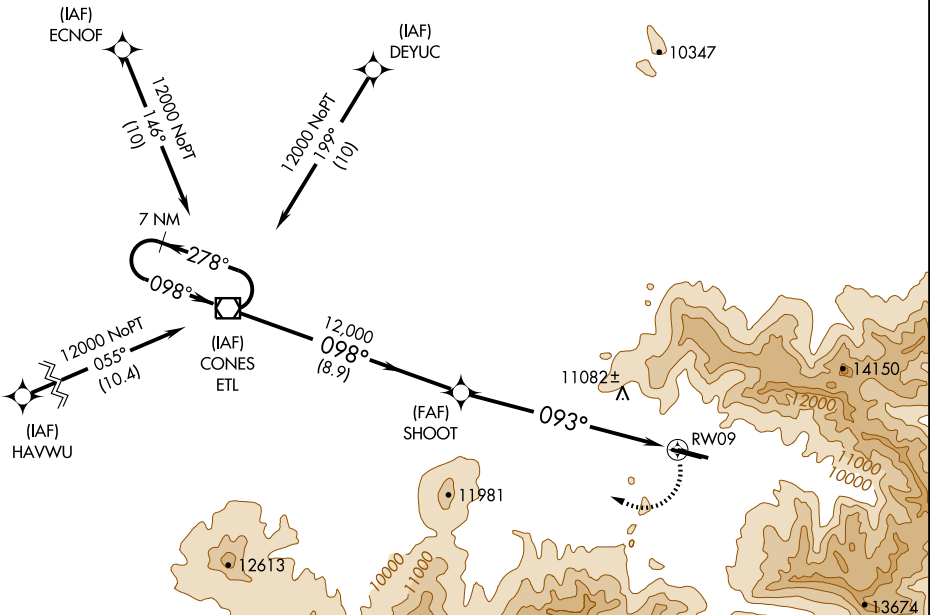
Procedure not authorized at night. Circling not authorized north of Rwy 9-27.

MISSED APPROACH: Climbing right turn to 13,000 direct ETL VOR/DME and hold.

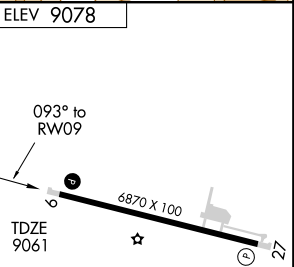
AWOS-3  
118.325

DENVER CENTER  
125.35 354.05

UNICOM  
123.0 (CTAF)



CATEGORY	A	B	C	D
S-9	11,600-2	2539 (2600-2)	NA	NA
CIRCLING	11,600-2	2522 (2600-2)	NA	NA



REIL Rwy 9 and 27

MIRL Rwy 9-27

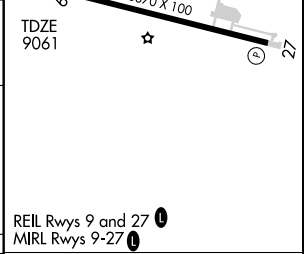
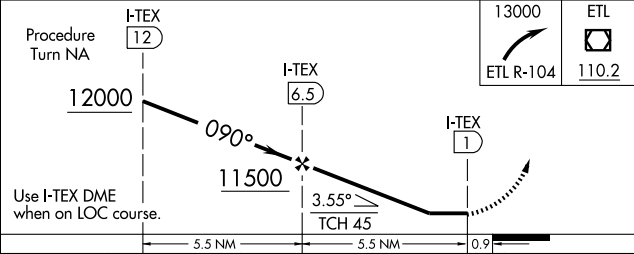
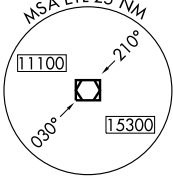
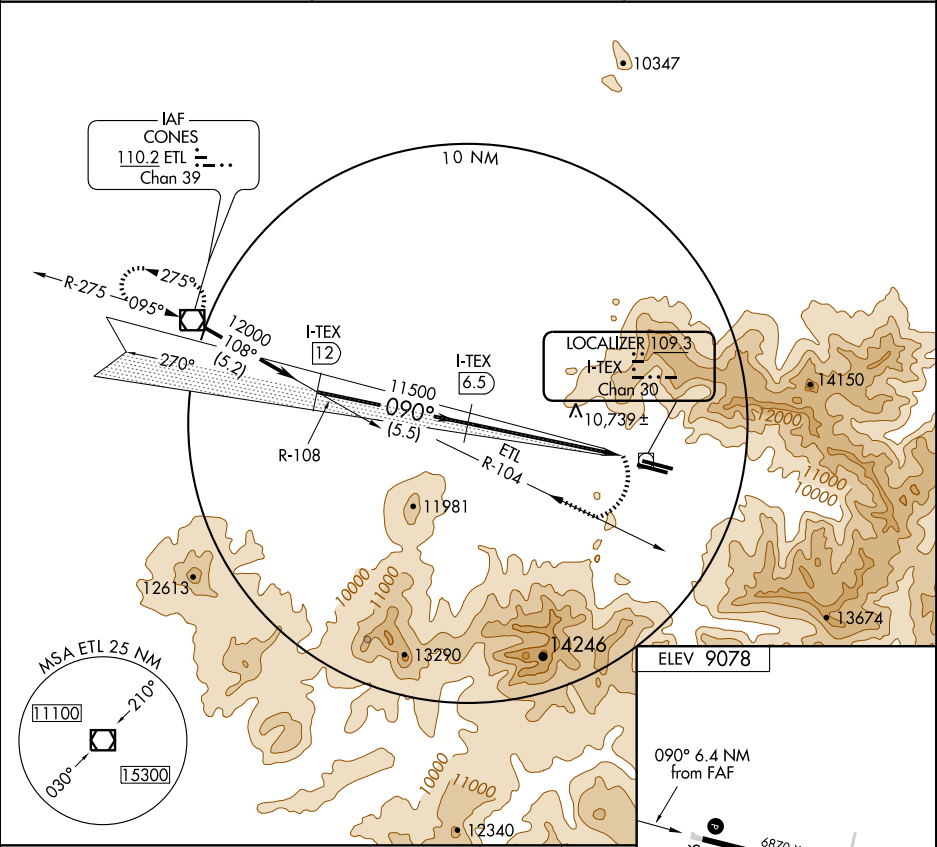
LOC/DME I-TEX	APP CRS	Rwy Idg	6870
109.3	090°	TDZE	9061
Chan 30		Apt Elev	9078

LOC/DME RWY 9  
TELLURIDE RGNL (TEX)

▼ Procedure not authorized at night. Circling not authorized north of runway 9-27. Localizer unusable from 1 DME to threshold.  
▲ NA

MISSED APPROACH: Climbing right turn to 13,000 via ETL VOR/DME R-104 to ETL VOR/DME and hold.

AWOS-3 118.325	DENVER CENTER 125.35 354.05	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D	Knots	60	90	120	150	180
S-9	11100-2	2039 (2100-2)	NA		Min:Sec					
CIRCLING	11100-2	2022 (2100-2)	NA							

▼

Obtain local altimeter setting on CTAF; if not received procedure not authorized. Procedure not authorized at night. Circling not authorized north of runway 9-27.

▲ NA

MISSED APPROACH:

Immediate climbing right turn to 14,000 via ETL R-095 to ETL VOR/DME and hold.

AWOS-3 118.325	DENVER CENTER 125.35 354.05	UNICOM 123.0 (CTAF) 0
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NoPt for arrivals on ETL VOR/DME radials 235 clockwise to 326.

CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	12380-6	3294 (3300-6)	NA	NA	Min:Sec					

SW-1. 22 OCT 2009 to 19 NOV 2009

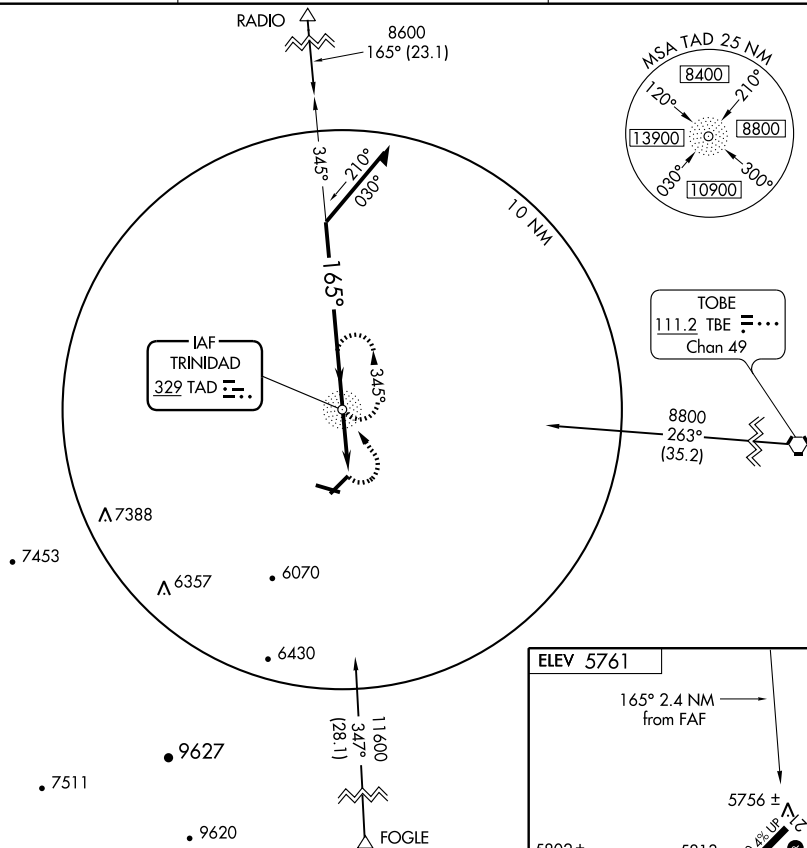
NDB TAD <b><u>329</u></b>	APP CRS <b>165°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>5761</b>
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**MISSED APPROACH:** Climbing left turn to 7600 direct TAD NDB and hold.

ASOS  
119.025

DENVER CENTER  
128,375 379.95

UNICOM  
122.8 (CTAF) **L**



Remain  
within 10 NM

Remain within 10 NM

NDB

7800

345°

165°

6800

2.4 NM

ELEV 5761

165° 2.4 NM  
from FAF

MIRL Rwy 3-21 L

FAF to MAP 2.4 NM

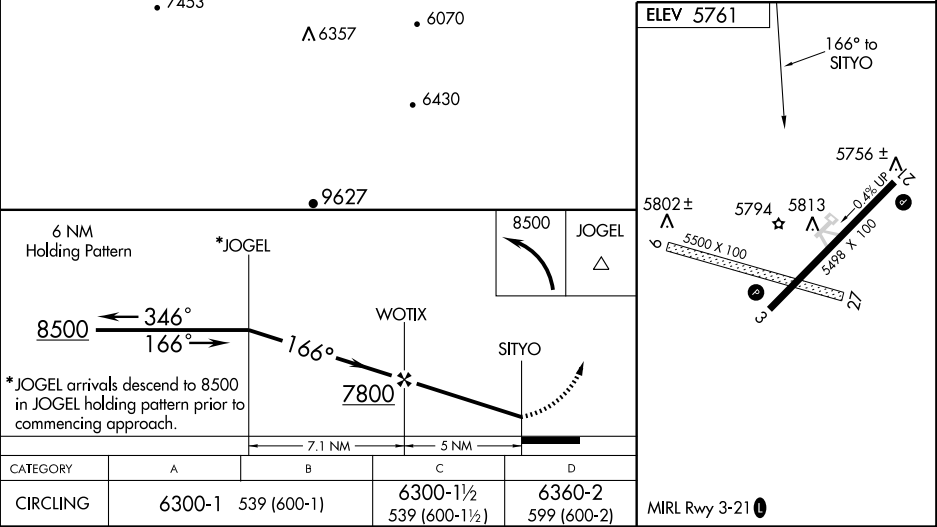
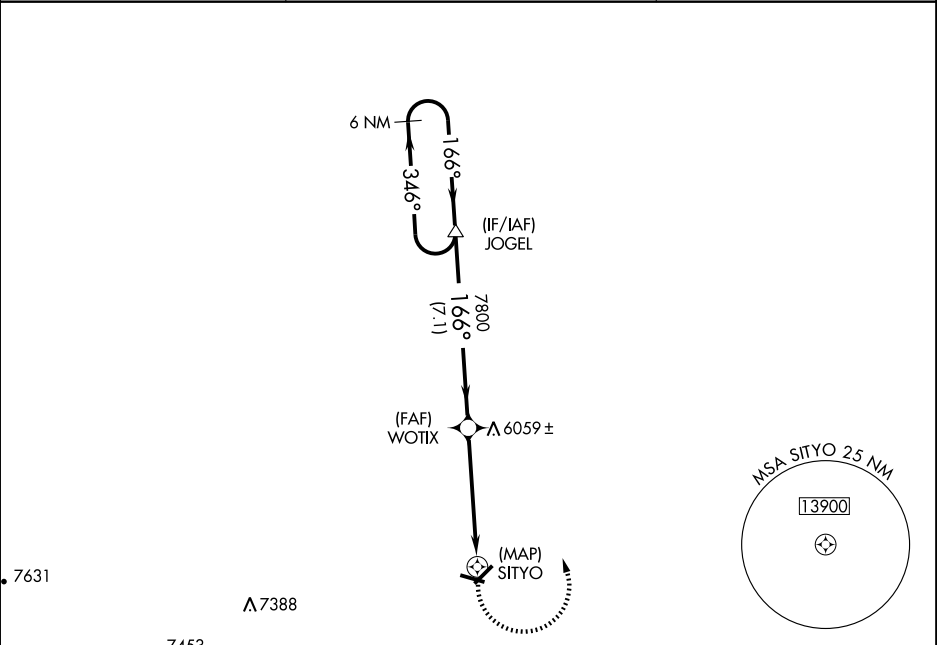
CATEGORY	A	B	C	D	FAF to MAP 2.4 NM					
CIRCLING	6200-1	6220-1	6220-1½	6360-2	Knots	60	90	120	150	180
	439 (500-1)	459 (500-1)	459 (500-1½)	599 (600-2)	Min:Sec	2:24	1:36	1:12	0:58	0:48

APP CRS <b>166°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>5761</b>
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**RNAV (GPS)-B**  
TRINIDAD/PERRY STOKES (TAD)

<b>NA</b>	DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climbing left turn to 8500 direct JOGEL WP and hold.
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ASOS <b>119.025</b>	DENVER CENTER <b>128.375 379.95</b>	UNICOM <b>122.8 (CTAF) 0</b>
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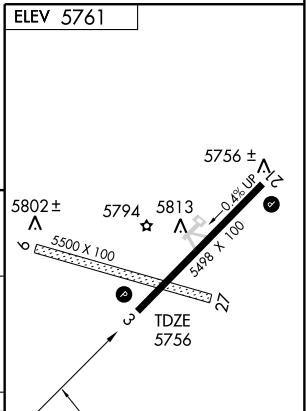
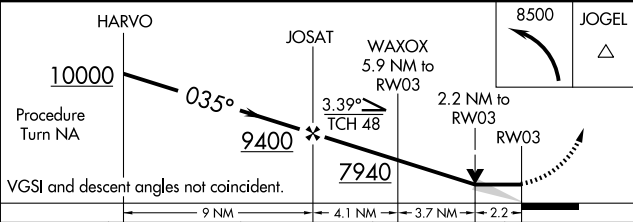
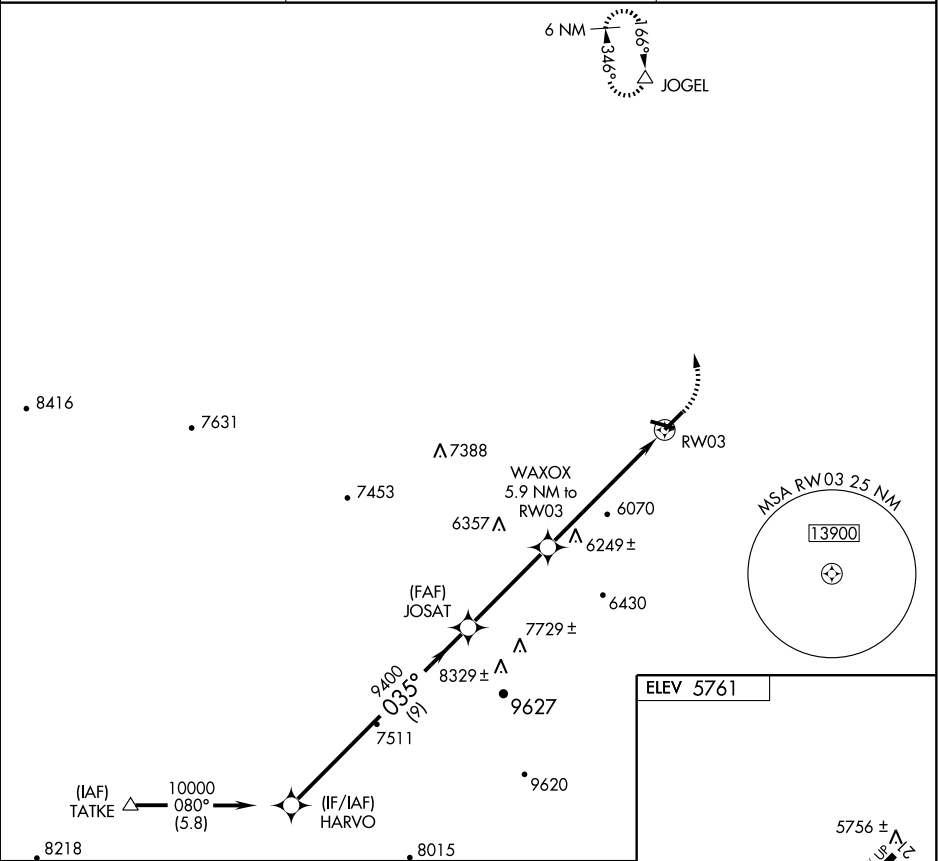
APP CRS <b>035°</b>	Rwy Idg TDZE Apt Elev	<b>5498</b> <b>5756</b> <b>5761</b>
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# RNAV (GPS) RWY 3

TRINIDAD/ PERRY STOKES (TAD)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 8500 direct JOGEL WP and hold.
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ASOS <b>119.025</b>	DENVER CENTER <b>128.375 379.95</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
LNNAV MDA	6500-1 744 (800-1)	6500-1¼ 744 (800-1¼)	6500-2¼ 744 (800-2¼)	6500-2½ 744 (800-2½)
CIRCLING	6500-1 739 (800-1)	6500-1¼ 739 (800-1¼)	6500-2¼ 739 (800-2¼)	6500-2½ 739 (800-2½)

MIRL Rwy 3-21

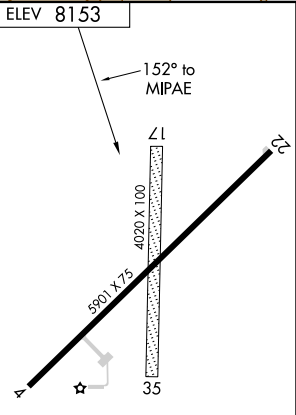
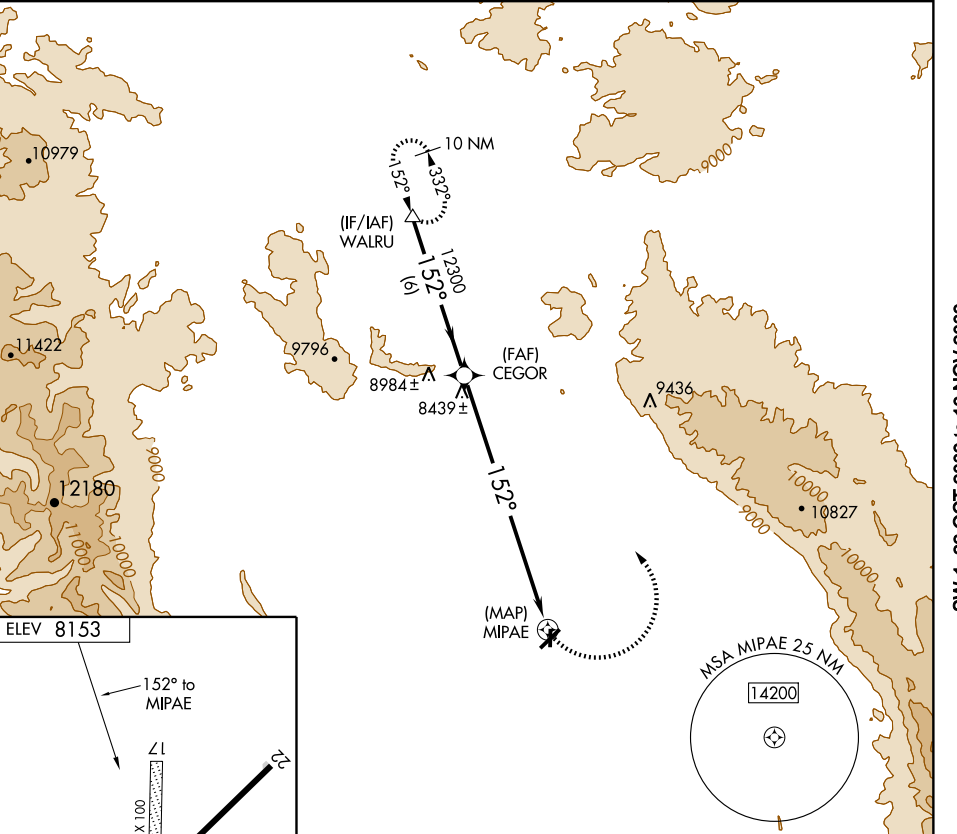
▼

NA

When local altimeter setting not received, procedure NA.  
Circling NA southeast of Rwy 4-22.  
Circling to Rwy 17 and 35 NA.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 14200 direct WALRU and hold, continue climb-in-hold to 14200.

AWOS-3 118.625	DENVER CENTER 126.5 371.85	CTAF 122.9 0
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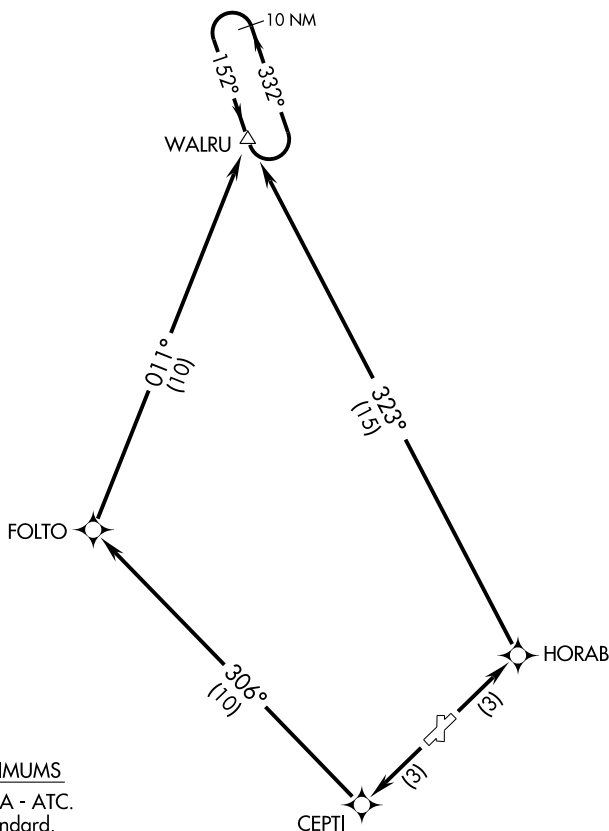


	WALRU		CEGOR		14200	WALRU
	14200		12300		MIPAE	
	6 NM		9.6 NM			
CATEGORY	A		B		C	D
CIRCLING	8880-1 727 (800-1)		8880-2 727 (800-2)		NA	

## WALRU ONE DEPARTURE (RNAV) (OBSTACLE)

WALDEN, COLORADO

AWOS-3  
118.625  
DENVER CENTER  
126.5 371.85  
CTAF 122.9



## TAKE-OFF MINIMUMS

Rwy 17, 35: NA - ATC.

Rwy 4, 22: Standard.

NOTE: Rwy 22: Pole, 570' from DER, 339' right of centerline, 58' AGL/8174' MSL.

NOTE: GPS Required.

NOTE: RNAV 1

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb to 14200 direct HORAB, then via 323° track to WALRU, thence....

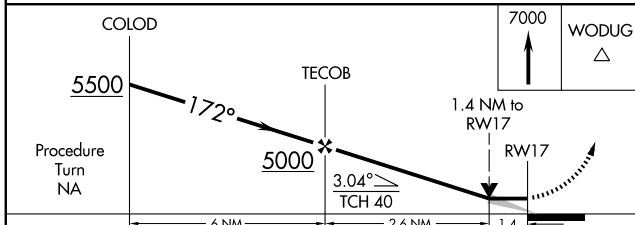
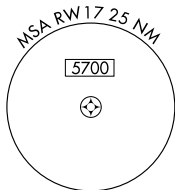
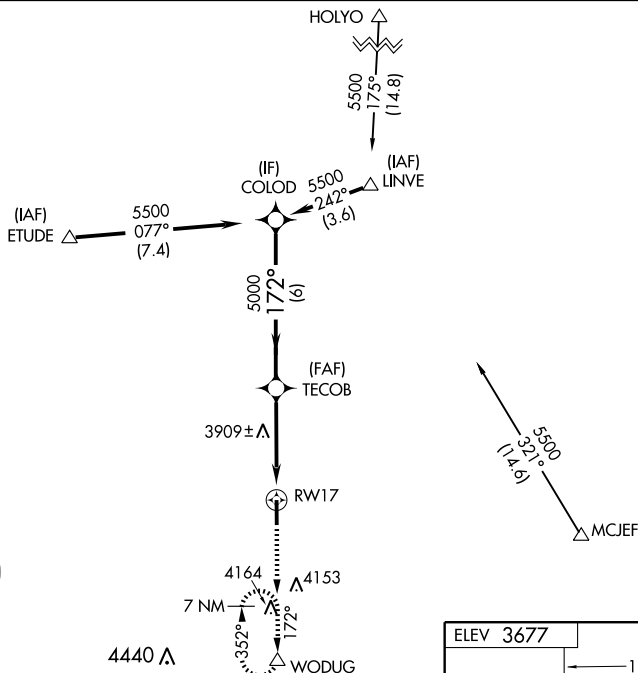
TAKE-OFF RUNWAY 22: Climb to 14200 direct CEPTI, then via 306° track to FOLTO, then via 011° track to WALRU, thence....

....continue climb in WALRU holding pattern until at or above MEA before proceeding on course.

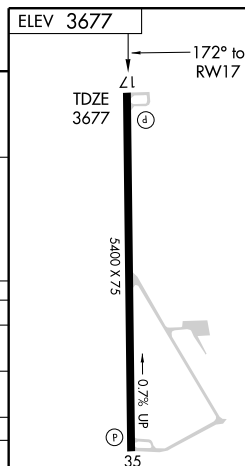


**MISSED APPROACH:** Climb to 7000 direct WODUG and hold, continue climb-in-hold to 7000.

UNICOM  
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
LNAV MDA	4160-1	483 (500-1)	4160-1 $\frac{1}{4}$ 483 (500-1 $\frac{1}{4}$ )	4160-1 $\frac{1}{2}$ 483 (500-1 $\frac{1}{2}$ )
CIRCLING	4160-1	483 (500-1)	4160-1 $\frac{1}{2}$ 483 (500-1 $\frac{1}{2}$ )	4240-2 563 (600-2)
IMPERIAL ALTIMETER SETTING MINIMUMS				
LNAV MDA	4320-1	643 (700-1)	4320-1 $\frac{3}{4}$ 643 (700-1 $\frac{3}{4}$ )	4320-2 643 (700-2)
CIRCLING	4320-1	643 (700-1)	4320-1 $\frac{3}{4}$ 643 (700-1 $\frac{3}{4}$ )	4360-2 $\frac{1}{4}$ 683 (700-2 $\frac{1}{4}$ )

MIRL Rwy 17-35 **L**

APP CRS	Rwy Idg	5400
007°	TDZE	3653
	Apt Elev	3677

# RNAV (GPS) RWY 35

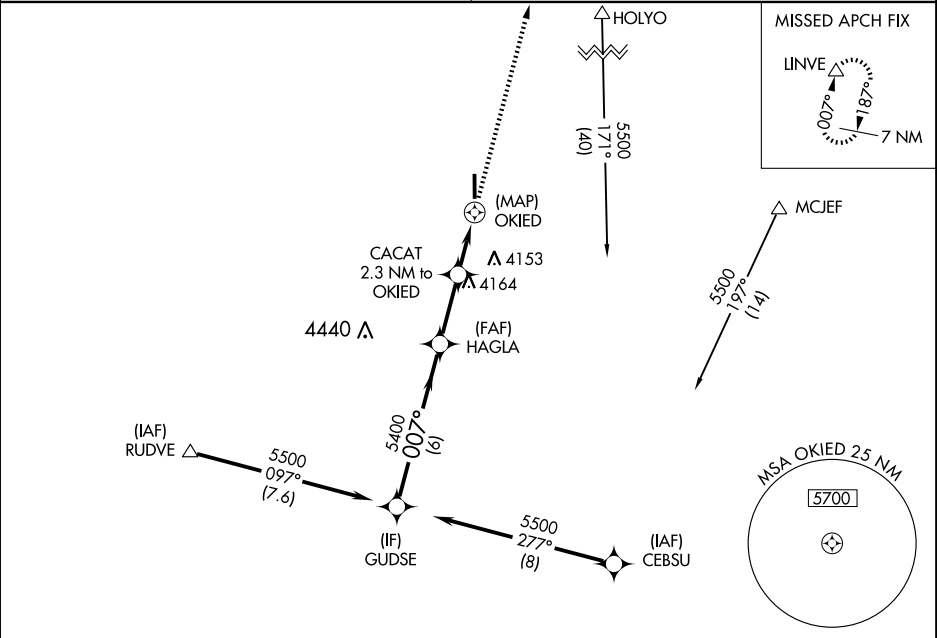
WRAY MUNI (2V5)

**▽** DME/DME RNP -0.3 NA. Obtain local altimeter setting on CTAF, when not received use Imperial, NE altimeter setting. VDP NA when using Imperial altimeter setting.

**▲NA**

MISSED APPROACH: Climb to 6500 direct LINVE and hold.

DENVER CENTER <b>132.7 397.85</b>	UNICOM <b>122.8 (CTAF) 0</b>
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GUDSE				
HAGLA				
CACAT 2.3 NM to OKIED				
1.5 NM to OKIED				
OKIED				
6500 LINVE ▲				
5500 007°				
5400				
3.05° TCH 40				
4560				
6 NM 2.6 NM 0.8 1.5 0.5				
CATEGORY	A	B	C	D
LNAV MDA	4320-1	667 (700-1)	4320-1¾ 667 (700-1¾)	4320-2 667 (700-2)
CIRCLING	4320-1	643 (700-1)	4320-1¾ 643 (700-1¾)	4320-2 643 (700-2)
IMPERIAL ALTIMETER SETTING MINIMUMS				
LNAV MDA	4460-1 807 (800-1)	4460-1¼ 807 (800-1¼)	4460-2¼ 807 (800-2¼)	4460-2½ 807 (800-2½)
CIRCLING	4460-1 783 (800-1)	4460-1¼ 783 (800-1¼)	4460-2¼ 783 (800-2¼)	4460-2½ 783 (800-2½)

ELEV 3677

5400 X 75

TDZE 3653

35

0.7% UP

REIL Rwys 17 and 35 0

MIRL Rwy 17-35 0